



CHAPTER 10. ACTIVE TRANSPORTATION

Northwest Arkansas' population is growing rapidly. Public support and advocacy for improved conditions for bicycling and walking have grown even faster, as evidenced by community input and community funding towards facilities. This emphasis on non-motorized transportation reflects a desire by the region's population for livable walkable communities, in which young and old alike are able to move about.

Almost every transportation improvement is an opportunity to enhance the safety and convenience of walking and bicycling. Bicycle and pedestrian needs must be given "due consideration" under Federal surface transportation law (23 U.S.C. 217(g)(1)). This consideration should include, at a minimum, a presumption that bicyclists and pedestrians, including persons with disabilities, will be accommodated in the design of new and improved transportation facilities.

The benefits of non-motorized transportation include health and environmental as well as economic. Businesses are increasingly concerned about locating in livable communities in order to attract and retain employees.

Bicycling and walking are important elements of an integrated, intermodal transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails, all contribute to our transportation goals of safety, mobility, economic growth and trade, and to the enhancement of communities and the natural environment, and security.

NORTHWEST ARKANSAS REGIONAL BICYCLE AND PEDESTRIAN MASTERPLAN

The Northwest Arkansas Regional Bicycle and Pedestrian Plan was adopted by the RPC/Policy Committee on December 1, 2015 and is considered part of the 2045 MTP. The purpose of this Plan is to build upon previous regional bicycle and pedestrian initiatives, including the 37-mile Razorback Regional Greenway, in setting a clear path for Northwest Arkansas to link its communities and regional destinations with a world-class transportation network.

This Plan is a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes within 34 communities of Northwest Arkansas and Southwest Missouri in Benton, Washington and McDonald Counties.
<http://www.nwabikepedplan> and <http://nwarpc.org>.

The Plan recommendations provide both a long-term vision and short-term steps that move communities quickly towards projects on the ground and Walk/Bike Friendly Community (BFC/WFC) designations. Short-term recommendations address bicycle and pedestrian safety issues, provide bicycle and pedestrian connectivity to important destinations, connect to the Razorback Regional Greenway spine, and include programmatic recommendations covering all Five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation.

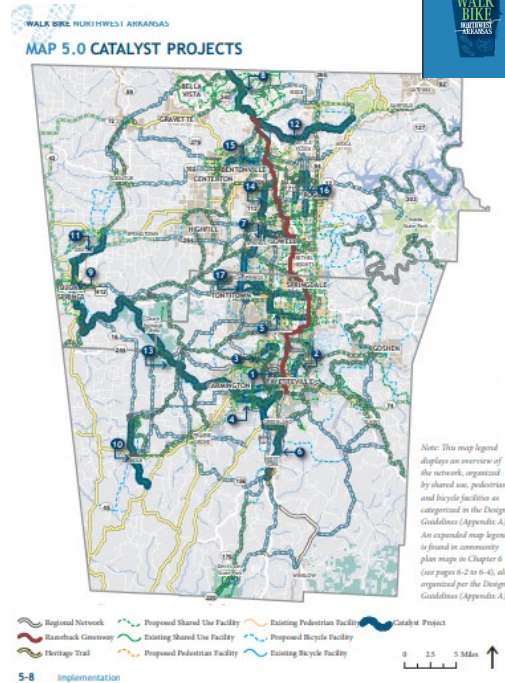
The Plan is also built around the integration of a “6th E” for Equity, ensuring that a balanced approach is provided for people of all ages, abilities and backgrounds. The Plan also includes a Resource Appendix with design guidelines, sample complete street resolutions, a needs analysis, program recommendations, a complete project list and much more. There have been multiple amendments since the Plans adoption in 2015.

CATALYST PROJECTS AND PROGRAMS

The Plan calls for 20 Catalyst projects and programs that will enhance opportunities for walking and biking in a variety of contexts in the NWA region. As the name suggest, these projects are intended to showcase the benefits of investing in walking and bicycling facilities and catalyze momentum for additional investments in the future.

Bike/Ped Catalyst Projects

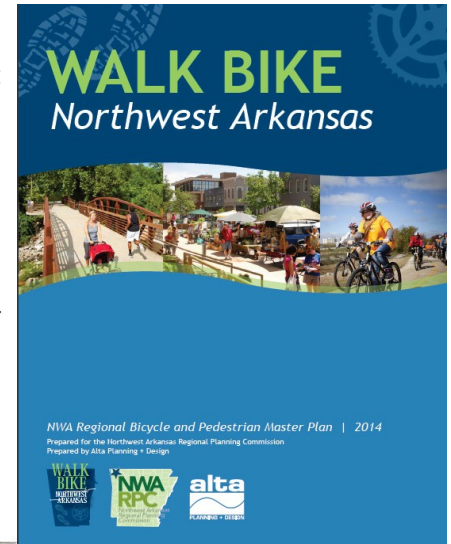
- 1 University of Arkansas Loop
- 2 NE Fayetteville Loop
- 3 NW Fayetteville Loop
- 4 Fayetteville to Farmington Loop
- 5 West Springdale Loop
- 6 Fayetteville to West Fork
- 7 Watershed Sanctuary (Cave Springs)
- 8 Bella Vista to MO Border
- 9 Siloam Springs City Lake to Kayak Park
- 10 Lincoln to Cane Hill
- 11 Gentry to Siloam Springs
- 12 Little Sugar Creek
- 13 Farmington to Siloam Springs
- 14 Bentonville to Cave Springs and Elm Springs
- 15 Bentonville to Centerton (2nd/McKisic Creek)
- 16 Rogers N-S Connectors
- 17 Elm Springs to Tontitown Loop



Map 10.1 – Catalyst Projects

Bike/Ped Catalyst Programs

1. Regional Safe Routes to School
2. Complete Streets Policy
3. Non-Motorized Transportation Training for Engineers and Planners



Vision Statement:

Northwest Arkansas' trail and roadway system will comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination. Walking and bicycling will become a common, enjoyable, and viable transportation and recreation choice that promotes active living and a high quality of life in Northwest Arkansas

AMENDMENTS

The Plan has had multiple amendments to accommodate communities developing new plans, new strategic plans, and changes in strategies. The following amendments have been adopted:

- Amending the NWA Regional Bicycle and Pedestrian Master Plan adding the local Community Plans of City of Highfill (Res 2019-05), City of Garfield (Res 2018-14), City of Avoca (Res 2017-12), City of Pineville, MO (Res 2017-12) and Community of Jane, Mo (Res 2018-14).
- 2019-06 Amending the NWA Regional Bicycle and Pedestrian Master Plan for Arkansas Highway 112 Side Path
- 2019-07 Amending the NWA Regional Bicycle and Pedestrian Master Plan and Adopting the NWA Bike Infrastructure Plan Targeted Bicycling Priority Network
- 2019-08 Adopting the USBR 51
- 2020-11 Amending the NWA Regional Bicycle and Pedestrian Master Plan amending catalyst project #14 Bentonville to Cave Springs and Elm Springs to the Highway 112 Corridor from Bentonville to Fayetteville and Catalyst Project #16 from the Razorback Greenway Fayetteville/West Fork via Greenway along AR/MO Railroad to the Greenland Nature Park

NWA BIKE INFRASTRUCTURE PLAN – TARGETED BICYCLING PRIORITY NETWORK

The NWA Bike Infrastructure Plan was adopted by the RPC/Policy Committee on December 4, 2019. This Plan created targeted bicycling priority networks with corridor concept designs for the recommended network. Implementation guidance was recommended with cost estimates. Additionally, Design Guidance for new and improved infrastructure was provided for future project design. This Plan and Targeted Bicycle Network Strategy Plans for Fayetteville, Springdale, Rogers and Bentonville can be found at nwarpc.org.

There were multiple network projects designated and a 10% design was completed.

Bentonville:

- Coler Creek Downtown Corridor
- C Street-14th Street Link
- 8th Street Bikeway

Rogers:

- 13th Street
- Olive Street Trail
- Crosstown Trail

Springdale:

- 40th Street-Downtown Connector
- Don Tyson Trail

Fayetteville:

- Three Trails Bikeway
- Mission-Razorback Connector

Johnson/Springdale:

- Springdale-Johnson Bikeway

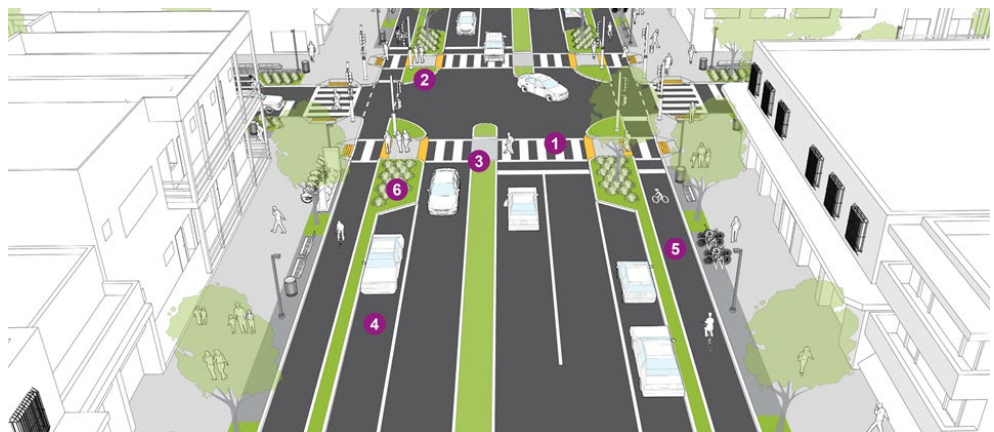
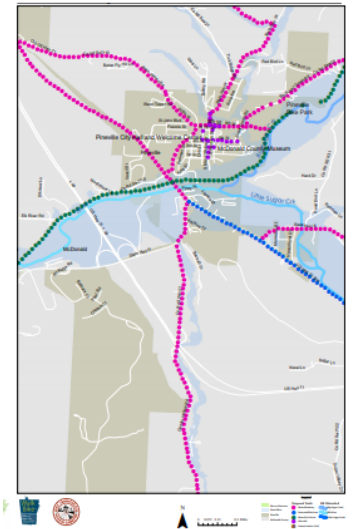


Figure 10.1 – Bike Infrastructure Design Example



INDIVIDUAL ADOPTED COMMUNITY PLANS

Individual Community Plans, adopted by local jurisdictions, detail existing and proposed bicycle and pedestrian transportation and recreation facilities. The initial Plan included all 25 Northwest Arkansas communities with a population of 1,000 or more. Since the adoption of the Plan multiple cities have developed plans and have been amended into this Plan and include: City of Highfill, City of Garfield, City of Avoca, City of Pineville, Mo, and Community of Jane, MO. The network includes on-road and off-road facilities such as shared use paved trails, separated bikeways, sidewalks, and shared roadways.



THE E'S FOR BECOMING A BIKE/WALK FRIENDLY REGION

A comprehensive approach to create bicycle and walk-friendly communities is more effective than a singular approach that only addresses infrastructure issues. Recognizing this, the national Bicycle Friendly Community program, administered by the League of American Bicyclists, and the Walk Friendly Community program, administered by the National Center for Walking and Bicycling, recommend a multifaceted approach based on the five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. A sixth 'E', Equity, is included in order to fulfill the goals and vision of this Plan. The recommendations in this Plan are based on addressing all of these categories at the regional and local level. Short term recommendations are made based upon an assessment of community readiness and need. The individual community plans for all 25 communities call for implementing the 5 E's.

ENCOURAGEMENT

- » Organize a local event and promote a regional event
- » Visibility campaign
- » Social media outreach campaign/website link

EDUCATION

- » Attend a training session on ways to implement education goals
- » Implement one goal from training session (or other goal)
- » Coordinate with local Safe Routes to Schools efforts

ENGINEERING

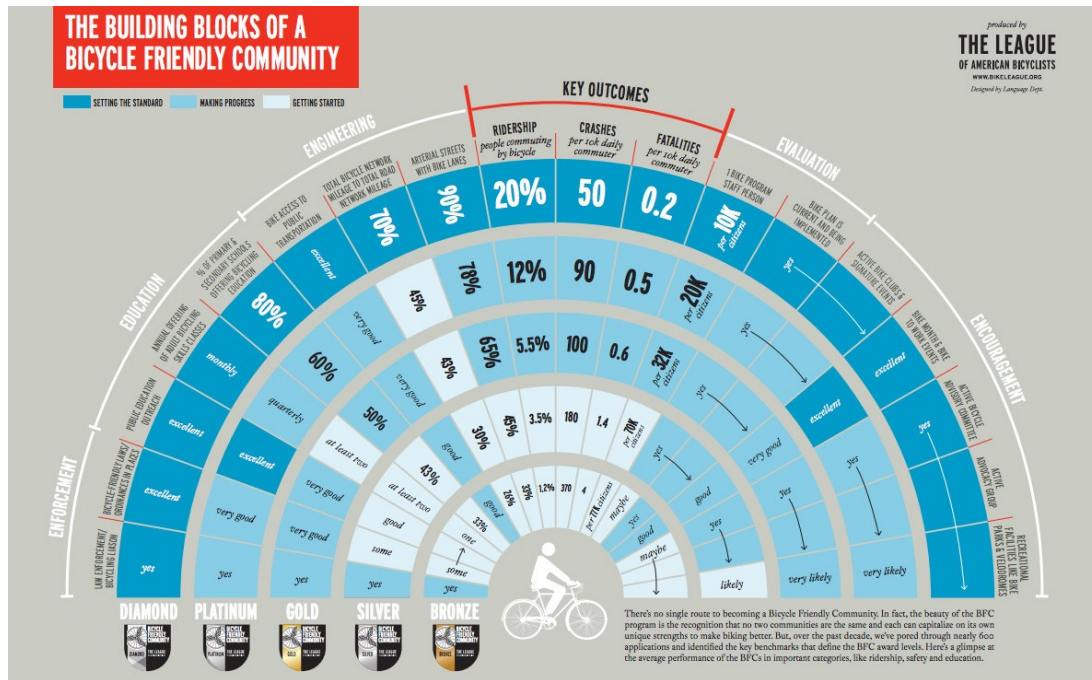
- » Attend a training session on trail design
- » Make progress toward an improvement project
- » Increase number of bike racks in the city

ENFORCEMENT

- » Attend a training on bike/pedestrian, safety/laws
- » Provide bike/pedestrian crash/incident reports quarterly
- » Establish a police program for bike/pedestrian safety

EVALUATION

- » Generate an annual bike/pedestrian report card (needed by all entities)
- » Continue or establish trail surveys and counts
- » Attend annual meeting with policy, planners and engineers to evaluate collision trends, infrastructure needs and areas for targeted enforcement
- » Complete Bicycle Friendly Community application (starting in 2016)



5 E's TRAININGS, CONFERENCES AND WORKSHOPS

AS part of the 5 E's, ongoing training sessions, conferences and workshops are provided annually. Many law enforcement officers, planners, engineers, trail coordinator attend these sessions to gain more knowledge and to meet the 5 E's requirements. Past trainings, conference, and workshops include:

- November 11, 2016 - 7th International Mountain Biking Association World Summit
- March 10-11, 2016 – Conway, AR - Arkansas Chapter American Planning Association (APA) Spring Conference
- March 31, 2016 – Springdale, AR - Transportation Alternatives Program (TAP) training workshop
- April 27, 2016 – Fayetteville, AR - Road Conference on Pavement Management offered by Center for Training Transportation Professionals (CTTP)
- May 18-20, 2016 – Jefferson City, Mo - National Highway Institute (NWI) Training on Performance Measures and Safety Target Setting
- June 2016 People for Bikes Copenhagen, Denmark Study Tour
- August 24-25, 2016 – Jefferson City, MO - FHWA Transportation Performance Management Capacity Building
- May 3-6, 2017 – Seattle, WA – Congress for New Urbanism
- April 18-19, 2017 – AR Transportation Planning Conference
- November 13-14, 2017 – Growing Mobility for a Growing Region
- April 4, 2018 – Springdale, AR - ARDOT Transportation Alternatives Program and Recreational Trails Program Training
- April 4, 2018 – Springdale, AR - 5 E's Workshops
- April 12, 2018 – Springdale, AR - Arkansas Department of Parks and Tourism Grant Workshop
- May 9-11, 2018 Little Rock, AR - Transportation Systems Management and Operations (TSMO) Conference
- September 27-28, 2018 - Siloam Springs, AR - American Planning Association (APA) NWA Chapter Meeting
- October 8-12, 2018 - Boston, MA - Urban Land Institute (ULI) Conference -
- November 6-8, 2018 – Springdale, AR - National Association of City Transportation Officials (NACTO) Training
- January 30-31, 2019 – Little Rock, AR – FHWA SHRP2PlanWorks – Workshop
- March 14-15, 2019 – Bentonville, AR – National Trail Symposium
- May 2-3, 2019 – Little Rock, AR – APA Spring Conference
- July 10, 2019 -Springdale, AR - FHWA Bikeway Selection Guide Training Session
- August 1, 2019 – Bentonville, AR – PlacesForBikes Conference
- August 2, 2019 – Bentonville, AR – People for Bikes Summit
- September 10-12, 2019 – Little Rock AR – Arkansas Transportation Planning Conference
- September 30-October 4, 2019 – PeopleForBikes Netherlands Study Tour- City Builders Conference



FHWA Bikeway Selection Guide Training

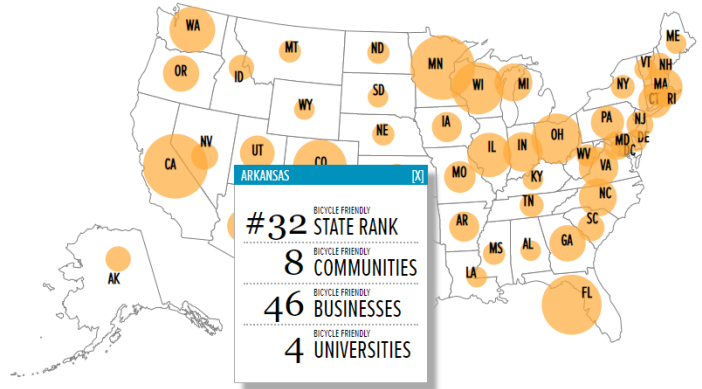


From Left: Sara Studdard, Matt Mihelavich, Jeremy Pate, Anya Bruhin

BICYCLE FRIENDLY COMMUNITY DESIGNATION

Every community in the region is unique and will develop in its own way – but will do so with a common vision of becoming more walkable, bikeable and livable places for residents, visitors, and businesses in Northwest Arkansas.

At the first Steering Committee meeting for the Plan, participants from each community were asked to define the level of success they would like to achieve, based on the national Walk/Bike Friendly Communities award levels of bronze, silver, gold and platinum. The consensus was that the region wanted to strive for platinum – to be recognized as one of the best places in the world for walking, bicycling, and quality of life.



This Plan was developed with that goal in mind, using the best available models for innovative design guidelines, support programs, and policies based on the specific conditions of Northwest Arkansas. Since that time multiple jurisdictions have received a ranking or have increased their ranking. The State of Arkansas is ranked #32 with 8 communities, 46 business and 4 universities ranked gold, silver or bronze. Significant improvements have been made in many communities allowing for these rankings.



In The University of Arkansas moved from silver to gold in 2019, the highest ranking in the State.

2020

ARKANSAS			
UNIVERSITY	AWARD	ENROLLMENT	CITY
The University of Arkansas	Gold	27558	Fayetteville
Arkansas State University	Silver	14177	Jonesboro
University of Central Arkansas	Bronze	11487	Conway
Hendrix College	Bronze	1338	Conway

City of Fayetteville received a renewed award at the Silver level. In 2016 the city became the first community in Arkansas to be awarded Silver status. Fayetteville was first designated as a Bronze Bicycle Friendly Community by the League in 2010.

2019

Northwest Arkansas - Benton and Washington Counties awarded Silver designation up from Bronze in 2015.

City of Bentonville designated as Bronze level in 2019

City of Springdale designated as Bronze level in 2019



2018

City of Rogers designated as Bronze level 2018



THE LEAGUE OF AMERICAN BICYCLISTS

The state of Arkansas ranks #32 for Bicycle Friendly Community from the League of American Cyclists. There are 8 Bicycle Friendly Communities in Arkansas and 4 Universities. There are 46 Bicycle Friendly Businesses in Arkansas: Bentonville-11, Conway-2, Fayetteville-25, Little Rock-3, North Little Rock-2, and Rogers-2. These rankings and additional information can be found on the League of American Bicyclists at <https://www.bikeleague.org/bfa/awards>.

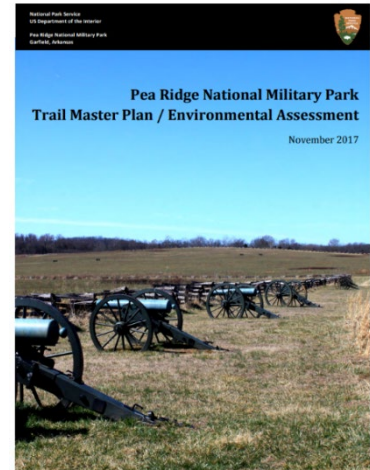
THE LEAGUE OF AMERICAN BICYCLISTS BICYCLE FRIENDLY COMMUNITY REPORT CARD

The League provides a report card for each community application providing a public profile on the League's award page and can be easily shared with elected officials and the media. It features key recommendations and statistics, and category scores. The report card features the most important – but not the only – indicators that were taken into consideration as part of the award decision. It also describes areas recommending improvements to get to next level of award.

PEA RIDGE NATIONAL MILITARY PARK TRAIL MASTER PLAN

NWARPC worked with Pea Ridge National Military Park (PRNMP) in its development of a trail plan.

The National Park Service promulgated special regulations for Pea Ridge National Military Park to allow bicycle use on two multi-use trails located within the park. One trail will be approximately 0.55 miles in length and the other will be approximately 1.17 miles in length. Both trails will require trail construction activities to accommodate bicycles and are therefore considered new trails that will be opened to bicycles. National Park Service regulations require promulgation of a special regulation to designate new trails for bicycle use off park roads and outside developed areas.



NWA ACTIVE TRANSPORTATION COMMITTEE

The Northwest Arkansas Active Transportation Committee began to have meetings on a monthly basis at the NWARPC office in the spring of 2009 as a small group of city officials, interest groups representatives and local citizens interested in trails and off-road transportation. The participation was open and highly encouraged by postings on the NWARPC website and listserv emails. The meetings concentrated at first on identifying where and how long the trail system in the two counties was and mapping the trails so that the group could get an overall, regional view of the Northwest Arkansas trail system. Another goal identified by the group was to look into expanding the Heritage Trail and develop a more comprehensive bicycle and pedestrian network for Benton and Washington Counties.

Since 2015, the Committee reviewed and recommended approval of multiple amendments to the NWA Bicycle and Pedestrian Master Plan including: Amending the NWA Regional Bicycle and Pedestrian Master Plan adding the local Community Plans of City of Highfill (Res 2019-05), City of Garfield (Res 2018-14), City of Avoca (Res 2017-12), City of Pineville, MO (Res 2017-12) and Community of Jane, Mo (Res 2018-14) Adopted Plan, 2019-06 Amending the NWA Regional Bicycle and Pedestrian Master Plan for Arkansas Highway 112 Side Path, 2019-07 Amending the NWA Regional Bicycle and Pedestrian Master Plan and Adopting the NWA Bike Infrastructure Plan Targeted Bicycling Priority Network, and 2020-11 Amending the NWA Regional Bicycle and Pedestrian Master Plan amending catalyst project #14 Bentonville to Cave Springs and Elm Springs to the Highway 112 Corridor from Bentonville to Fayetteville and Catalyst Project #16 from the Razorback Greenway Fayetteville/West Fork via Greenway along AR/MO Railroad to the Greenland Nature Park. Additionally, the Committee reviewed and made recommendation to adopt the USBR51 Route.

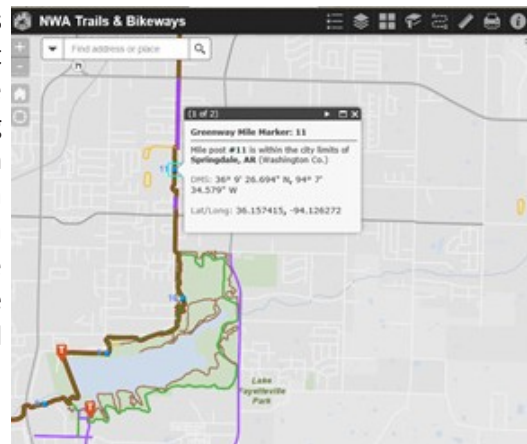
The Committee has discussed emergency response on the trail system and shared best practices with member jurisdictions. Multiple members worked together to improve emergency response within their cities. Fayetteville and Bentonville updated their CAD systems and improved the GIS data to assist with quicker response.

The Committee has served as the Razorback Regional Greenway Committee. At each meeting the Committee discussed activities on the Greenway including construction projects, detours, adding signage, striping, etc. In 2020, the NWA Greenway Alliance was formed and this group now manages the activities of the Greenway.

ONLINE REGIONAL NWA INTERACTIVE TRAILS MAP

The NWARPC, BikeNWA and the Northwest Arkansas Council staff developed a Northwest Arkansas Trails Online Map and supporting geodatabase at <https://trails.cast.uark.edu/>. The guidance on how to classify the trail types is based on the “Northwest Arkansas Regional Bicycle and Pedestrian Master Plan.” The database structure was developed and outlined in the “Northwest Arkansas Active Transportation Facilities - Reference Guide for GIS Coding, Mapping, and Tracking Existing Facilities by Facility Type” that can be viewed [here](#).

This guidance is used in collecting, maintaining, and mapping the trails in Northwest Arkansas. All completed trails are shown in the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan and the online map at www.nwarpc.org or www.nwatrails.org/map/. As trails are being repaired or are under construction they are represented on the map with a dashed yellow and black line representing that hazard. This map is an interactive map so that the user can select a trail segment and gain information about that segment including everything in the attribute table. The creation of this map was a cooperative effort by NWARPC, The Bicycle Coalition of the Ozarks, the Center for Advanced Spatial Technology, and the Northwest Arkansas Council, with funding provided by the Endeavor Foundation and the Walton Family Foundation.



RAZORBACK GREENWAY ALLIANCE

The Northwest Arkansas Razorback Greenway was conceived, designed, and constructed as a world-class facility and an amenity of regional significance. During the planning phase, it was acknowledged by each city, that while each had its own operations and maintenance departments, a key to a sustainable quality Greenway over the length of the corridor would be a consistency of standards, cooperation and coordination and the building of enduring partnerships. Because of its unique regional characteristics, stewardship of the Greenway requires a non-traditional and uniquely cooperative approach to management and operations.

The Alliance is organized for the purpose of fulfilling a commitment made by each of the cities along the Razorback Greenway through the adoption of the "Northwest Arkansas Razorback Greenway Operations and Management Plan" to participate in a regional committee with the purpose of jointly and cooperatively facilitating the policies, goals, objectives, and recommendations outlined in the adopted Plan. The objective of the Alliance is to operate, promote, and maintain the world-class facility as an amenity of regional significance in a cooperative and coordinated manner to sustain the quality of the facility with consistency of standards, cooperation, and coordination building enduring partnership.

RAZORBACK GREENWAY

The idea of a regional greenway that stretches along a corridor from south Fayetteville to Bella Vista was discussed at various meetings that the Active Transportation Committee in the 2000's.

In an effort to further refine the regional greenway concept two workshops were organized in Northwest Arkansas in early 2010. The workshops involved a team of greenway experts from around the country with municipal representatives and corporate leaders from Northwest Arkansas. This effort served as a catalyst that offered the chance for the communities to work neighbor-to-neighbor on shared greenways opportunities and resulted in a coordinated strategy for the elected leadership of the region to capitalize on the exciting opportunities that a regional greenway system represents. The key outcome of the workshops was the creation of Northwest Arkansas Razorback Regional Greenway, a regional greenway vision that connects existing and proposed greenway sections into an innovative system. The momentum created by this new greenway vision was remarkable.

The project received funding of \$15M from the TIGER II (U.S. DOT's Transportation Improvements Generating Economic Recovery) program, with a match share of \$3.75M from the Walton Family Foundation. Because of the unique combination of involved elected officials and community interest, philanthropic support, and private sector leadership, this project was able to capitalize on the TIGER II program to quickly put in place a nationally significant project that would take other regions years to accomplish.

The Northwest Arkansas Razorback Regional Greenway was completed in early 2015. The grand opening was held on May 2, 2015 at the Shiloh Square in Springdale. Many features have been installed along the Greenway including trailheads, benches, watering stations, etc.

In early 2015, a mile marker sign program began with installation of 37 mile markers from the trail beginning in south Fayetteville at "0" to trail end at marker 37 in Bella Vista with funding being provided by each of the six cities.

In 2016, the wayfinding sign program was developed, and approved the Active Transportation Committee and the Cities. The package was funded by the Walton Family Foundation and included for the wayfinding signs. Signage included wayfinding signs, trailheads, kiosks, thermoplastic, etc.

The NWA Greenway Alliance is working to "refresh" the Greenway signage system beginning 2021

RAZORBACK GREENWAY PROJECT – HENRY AWARD

NWARPC Director Jeff Hawkins and John McLarty accept the Henry Award for the Razorback Greenway project at the 2016 Henry Awards Ceremony, as part of the Governor's Tourism Conference. The Razorback Regional Greenway received the Natural State Award. NWAPRC accepted the award for the completion of the Razorback Regional Greenway in a ceremony in Springdale in March 2016. The award is presented for a project that "stands out in the crowd" because of its unique appeal, media coverage, creative approach, and enhancement of community pride, thus benefiting the state's quality of life. The Henry Awards honor Henri de Tonti, the man historians consider one of the first "Arkansas Travelers".

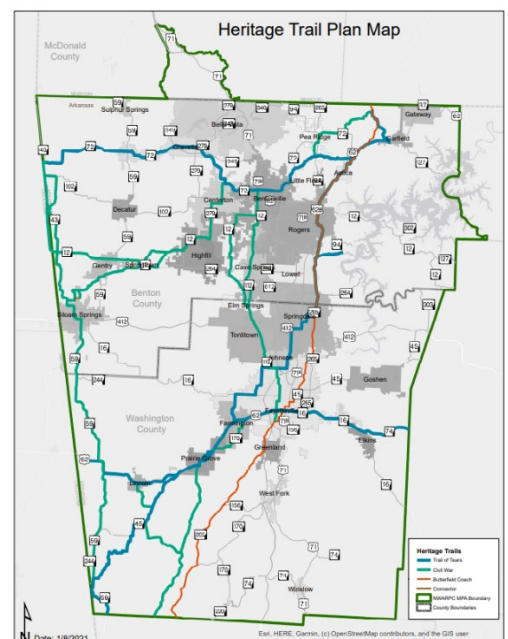


Jeff Hawkins and John McLarty

HERITAGE TRAIL PLAN

The Heritage Trail Plan describes a regional network for proposed bicycle and pedestrian facilities within the two counties of Northwest Arkansas, which combines the historic Butterfield Stagecoach Route, the Trail of Tears and Civil War trails into automobile, bicycle, and pedestrian facilities that connect Northwest Arkansas citizens and visitors to heritage, recreational, and cultural assets, a healthier lifestyle, and to each other. The entire network can be seen, at a minimum, as a bicycle route with improvements along the route providing safety for bicyclists. Within the more populated areas, where pedestrian traffic is anticipated, the improvements will also accommodate safe pedestrian travel.

These routes are marked with unique signage and are promoted with informational brochures. As such, the Heritage Trail system can double as an auto tour guiding citizens and visitors to the region's attractions and points of interest. Map 10.3 illustrates the Heritage Trail Plan. The full Plan is considered a part of the 2045 MTP and can be viewed [here](#). Modifications were made to the Heritage Trail Plan and adopted by Heritage Trail Partners on January 15, 2021 and then adopted by the RPC/NWARPC by Resolution #2021-01 on January 27, 2021.



In 2017, working in conjunction with the Arkansas Chapter of the Trail of Tears Association, seventeen Trail of Tears Historic Routes signs were installed in Benton County including along the Old Wire Road through Cross Hollow near Lowell and six signs in the City of Rogers. More Original Route signs are planned for Benton and Washington Counties.



In 2019 the Heritage Trail Partners (HTP) worked with the City of Fayetteville and the Arkansas Department of Transportation to install two Heritage Trail signs on a portion of the Razorback Greenway that runs parallel to Highway 265 near the Kessler Mountain Regional Park. Forty Heritage Trail signs were purchased by the Benton County Historical Preservation Commission and began being placed in November 2020 along Civil War Routes from the Pea Ridge National Military Park area to Highway 43 north of Siloam Springs.



Heritage Trail Partners continues work with the Shiloh Museum and the City of Springdale to protect, preserve, and interpret the Fitzgerald Farmstead property in Springdale. This site is important due to its connections to The Trail of Tears, the Butterfield Overland Mail route, and the Civil War troop movements. The Fitzgerald Farmstead is part of a trailhead for the Fitzgerald Mountain trail



system and will also be used to provide the public with an increased knowledge of and appreciation for the rich history of Northwest Arkansas.

On December 15, 2020, the Heritage Trail Partner Board approved the following recommendation for the Heritage Trail Plan. “When major road improvements are made to Heritage Trail routes where the Northwest Arkansas Bicycle/ Pedestrian Master Plan calls for a paved sidepath, and where other major road improvements have the potential to connect to the region’s existing and future paved multi-use trail network, the preferred cross section from the Heritage Trail Plan would be a 10 to 12-foot multiuse side path along one side of the route with a six-foot sidewalk on the other side.”

TRAIL PROJECT HIGHLIGHTS

Table 10.X summarizes the trails that have been completed since 2015 by jurisdiction.

Table 10.1 - City Trail Highlights

	2016	2017	2018	2019	2020	Total
Bella Vista	39.6	1.1	0.4	36.3	7.8	85.3
Blowing Springs Grnwy Sidepath			0.4			0.4
Blowing Springs Trails	0.5					0.5
Little Sugar Trails				36.3	7.8	44.1
The Back 40	39.1	1.1				40.2
Benton County			3.7	20.6	0.8	25.0
Hobbs State Park Trails				17.9		17.9
Lake Wedington Trails				2.0		2.0
Little Sugar Trails					0.8	0.8
Orchard Trail				0.7		0.7
Siloam Springs Lake Trails			3.7			3.7
Bentonville	10.9	10.9	11.9	3.0	0.0	36.8
8th Street Trail			0.0			0.0
Applegate Trail			2.4		0.0	2.5
Applegate Trail 3rd St Access Trail				0.1		0.1
Applegate Trail North Gate Flyover			0.1			0.1
Bella Vista Lake MBT			0.7			0.7

Coler Trails	8.3	6.9	0.8	0.8		16.9
Compton Gardens Trails			0.1			0.1
Hidden Springs Trail	0.5	0.2	0.2			0.9
Lake Bentonville Dam Trail		0.1				0.1
Momentary Trail			0.2			0.2
North Forest Trails		1.3				1.3
OuterBike Crystal Bridges				0.4		0.4
Park Springs Park MTB Trails		0.1				0.1
Razorback Regional Greenway	0.4	0.1	0.7			1.2
Slaughter Pen Trail	0.2	0.7	1.5	1.7		4.1
Tiger Trails		1.6	1.5			3.1
Trail of Two Cities	1.5					1.5
Tristan			2.0			2.0
Walton Blvd Sidepath			0.1			0.1
West Bentonville Trail			0.3			0.3
Wolf Creek Park Trails			1.4			1.4
Fayetteville	4.2	10.9	4.3	5.6	0.6	25.6
Butterfield Bronco Trails	0.4					0.4

NWARPC 2045 Metropolitan Transportation Plan

	2016	2017	2018	2019	2020	Total
Cato Springs Trail		2.4	0.6			3.0
Clabber Creek Sidepath		0.1				0.1
Clabber Creek Trail	0.4	0.3	0.1			0.8
Fiesta Square Bike Lanes			0.1			0.1
Garland Street Sidepath			0.2			0.2
Goodwill Bike Lanes			0.0			0.0
Gregory Park				1.8		1.8
Gulley Park Trail				0.9		0.9
Hamestring Creek Trail				0.1		0.1
Happy Hollow Bicycle Course		0.5				0.5
Holcomb Bicycle Course		0.2				0.2
Kessler Mountain Trails		5.0		0.2		5.2
Lake Fayetteville Trails	0.2					0.2
Maple Street CycleTrack		0.0				0.0
Maple Street Sidepath				0.6		0.6
McNair Middle School Trail		0.1				0.1
Mud Creek Trail			0.4	0.2		0.6
Niokaska Creek Connector					0.0	0.0
Niokaska Creek Trail				0.3	0.5	0.7
Oak Ridge Hiking Trail				0.1		0.1
Oak Ridge MTB Trail				0.2		0.2
Old Wire Road Cycle Track				0.9		0.9
Old Wire Road Sidepath			0.4			0.4
Owl Creek Bicycle Course			0.3			0.3
Ramay Bicycle Course		0.5				0.5
Rolling Hills Bike Lanes			1.4			1.4
Rupple Road Sidepath	1.7	0.6	0.2	0.3		2.8
Shiloh Drive Sidepath					0.1	0.1
Town Branch Trail	1.1					1.1
Tsa-La-Gi Trail	0.3					0.3
Vandergriff Bicycle Course		1.3				1.3
W Alberta Sidepath	0.1					0.1
Woolsey Trail			0.4			0.4
Gravette					1.4	1.4
Gravette--UnNamed Trail Sidepath					1.4	1.4
Lowell			1.4		1.0	2.4
Dixieland Street Sidepath					0.8	0.8
JBHT Corp HQ Trails			0.9		0.2	1.1
Monroe Ave Sidepath			0.1			0.1
Mt Hebron Road Sidepath			0.4			0.4
Rogers	13.2	2.2	3.4	4.4	3.2	26.4
13th Street Sidepath			0.2			0.2
1st Street Sidepath	0.8		0.5	0.2		1.6
26th Street Sidepath			0.1			0.1
2nd Street Sidepath			0.2			0.2
40th Street Sidepath	0.2					0.2
43rd Street Sidepath	0.4					0.4
Bellview Road Sidepath	1.0				1.3	2.2
Cedar Street Sidepath				0.1		0.1
Cherry Street Sidepath	0.0					0.0
Dixieland Road Sidepath	0.0		0.3	0.2	0.1	0.7
Dodson Road Sidepath		0.1				0.1
Easy Street Sidepath			0.9	0.0		0.9

	2016	2017	2018	2019	2020	Total
Foxfire Connector	0.8					0.8
Frisco Springs Connector	0.4			0.0		0.4
Garrett Road Sidepath					0.4	0.4
Horsebarn Road Sidepath				0.1		0.1
JB Hunt Drive Sidepath			0.1	0.2		0.3
Lake Atalanta Loop	1.9					1.9
Lake Atalanta Trails	3.0					3.0
Magnolia Street Sidepath				1.1		1.1
Mercy Trails				1.2		1.2
Monte Ne	0.6					0.6
Monte Ne Road Sidepath			0.7			0.7
Northern Loop				1.0		1.0
Oak Street Sidepath	0.1		0.1			0.2
Olrich Street Sidepath	0.0					0.0
Osage Creek Trail	0.0					0.0
Perry Road Sidepath		1.2				1.2
Pinnacle Hills Sidepath	0.5					0.5
Pleasant Grove Road Sidepath					0.8	0.8
Pleasant Grove Sidepath					0.0	0.0
Pleasant Ridge Sidepath	0.1					0.1
Pleasant Ridge Trail	1.1		0.1	0.1		1.3
Price Lane Sidepath	1.0					1.0
Promenade Blvd Sidepath	0.1			0.2		0.3
Promenade Connector					0.1	0.1
Razorback Regional Greenway	0.7		0.1	0.1	0.1	1.0
Rogers Loop					0.2	0.2
Rogers Loop Sidepath					0.0	0.0
RRGreenway Bellview Access	0.1					0.1
Trail of Two Cities		0.9				0.9
Turtle Creek Spur	0.0					0.0
Turtle Creek Trail	0.3					0.3
Veterans Park Trail	0.0					0.0
Wallis Road Sidepath					0.1	0.1
Siloam Springs	9.5				0.2	9.8
Dogwood Springs Trails	0.3					0.3
Main Street Sidepath					0.2	0.2
Sager Creek Trails	9.3					9.3
Springdale	2.7		11.3	2.7		16.7
56th Street Sidepath	1.4					1.4
Charlie and Willie George Pk Trail	0.6					0.6
Dean's Trail				2.7		2.7
Fitzgerald Mountain Trails			8.8			8.8
Holcomb Street Bike Lane			0.4			0.4
Hutton Lane Sidepath	0.5					0.5
Hylton Road Sidepath	0.1					0.1
Johnson Road Sidepath			0.7			0.7
Maple Ave Bike Lane			1.3			1.3
Meadow Ave Bike Lane			0.1			0.1
Thunder Chicken	0.1					0.1
Washington County	0.0			11.6		11.6
Hylton Road Sidepath	0.0					0.0
Lake Wedington Trails				11.6		11.6
Total	80.2	25.2	36.4	84.1	15.0	240.9

TOTAL MILES OF TRAIL

Type of Trail	2015	2016	2017	2018	2019	2020
Shared Use Paved Trails	45	108	142	154	157	166
Shared Roadway	5	14	60	62	62	62
Bike Lanes	7	18	20	20	20	20
Protected Bike Lanes	1	1	1	4	7	7
Neighborhood Park	9	22	24	26	26	26
Soft Surface	55	143	218	253	323	332
Total	122	306	465	519	595	613

Table 10.2 - Total Miles of Trails

Entity	Shared Roadway	Bike Lanes	Protected Bike Lanes	Shared Use Paved	Neighborhood Park	Soft Surface	Total
Avoca	5				0.4		5.4
Bella Vista				0.5	1.2	91.5	93.2
Bentonville	28.7	1		37.5		48.4	115.6
Cave Springs					0.7	1.1	1.8
Centerion				1.2			1.2
Fayetteville	19.7	14.2	3.3	50.7	8.1	45.4	141.4
Gravette				1.4			1.4
Johnson				1.8			1.8
Lowell				5.2	1.7		6.9
Rogers	6.7			46.3	6.9	13.8	73.7
Siloam Springs		0.8		6.6		9.3	16.7
Springdale		2.1	3.7	15.2	5.5	12.2	38.7
Benton County	2.5				0.3	54.7	57.5
Washington County						56.5	56.5
TOTAL	62.6	18.1	7	166.4	24.8	332.9	611.8

Table 10.3 - Miles of Trails by Entity



Fayetteville: Old Wire Cycle Track Ribbon Cutting



Springdale: Deans Trail Construction

TRAIL COUNTS

Trail counts have been obtained by city officials and the Walton Family Foundation at different locations in the region for many trails on the regional network and especially the Greenway for many years. The Cities of Bentonville, Rogers, Springdale and Fayetteville have counters set out on multiple trails throughout the region. There are two electronic display counters, one in Rogers and one in Fayetteville. NWARPC has a counter that is loaned out for trail counting as well. An example of trail count data from the City of Rogers for Bellview Trail:

Bellview	2016	2017	2018	2019	2020
Jan	3397	2399	3372	3358	3930
Feb	4551	3759	2992	2988	5132
Mar	6297	5354	6991	6139	8119
Apr	8192	7538	7421	9866	16299
May	13550	12635	13628	13660	16071
Jun	12636	12225	11131	13595	21825
Jul	13154	13471	11819	14232	18275
Aug	13505	12958	11701	11829	20255
Sep	10529	6939	11178	13308	19037
Oct	5350	7804	7779	7868	12780
Nov	2914	5052	4188	4840	8227
Dec	1992	3130	3425	4357	

Table 10.4 - Bellview Trail Counter, City of Rogers

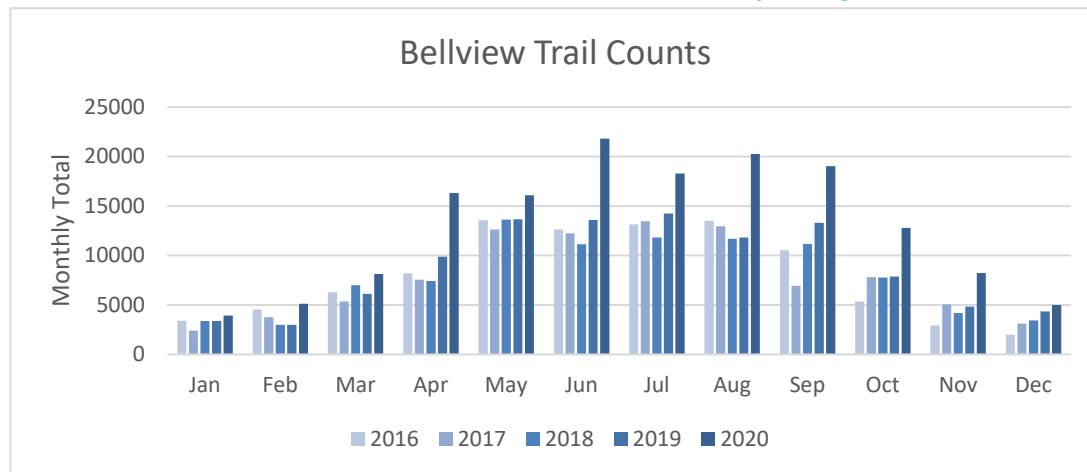


Figure 10.2 - Bellview Trail Counter, City of Rogers



New Hope Rd Trail Counter



NWARPC Counter Installed on Siloam Springs Pilot Project



2019 NWA TRAIL USAGE MONITORING REPORT - WALTON FAMILY FOUNDATION

The Walton Family Foundation has procured a report for the region for 2015, 2017 and 2019. Here are some highlights. The full report can be found at <https://www.waltonfamilyfoundation.org/about-us/newsroom/northwest-arkansas-reports-rising-trail-use-for-third-consecutive-study>.

Cycling and pedestrian activity has continued to grow since 2017. The 2019 study finds a 10% increase in cycling over the past two years and 36% growth since 2015. The report also finds a 2% increase in pedestrian activity over the past two years and 13% growth since 2015. • Activity levels on multi-use paths continued to climb, with the average volume across all count sites increasing 8% for cycling and 10% for pedestrians since 2017. While overall activity levels on natural-surface trails were higher in 2019 than in 2015, the average volume of bicycles and pedestrians across all the count sites decreased 8% and 24%, respectively, since 2017. Even so, six of the ten natural-surface trail count sites showed increased activity levels since 2017. • Cycling activity is still highest on the weekends, but pedestrian activity has shifted to higher numbers early in the week. Peak times on weekends continued to shift earlier from previous years, with the highest activity levels in mid-morning—around 9am for pedestrians and between 10 and 11am for bicycles. On weekdays, activity levels of all types peak at 6 p.m., which is consistent with previous years. • Activity levels on Northwest Arkansas trails relative to other more densely populated areas remain strong. Northwest Arkansas trails have higher levels of activity than San Diego when considering total population but have lower activity than best-in-class areas like Vancouver, Minneapolis and Portland.

In 2019, the trail network saw an average annual volume of 92,167 cyclists and 66,329 pedestrians per site. That equates to an average of 203 cyclists and 175 pedestrians per day on weekdays and 376 cyclists and 203 pedestrians per day on weekends. The average annual volume per site has grown considerably since the 2015 baseline study, with cycling activity up 36% and pedestrian activity up 13%. The majority of these gains, however, occurred between 2015 and 2017, when cycling increased 24% and pedestrian use increased 10%, with smaller increases occurring between 2017 and 2019, when cycling increased 10% and pedestrian use was up just 2%.

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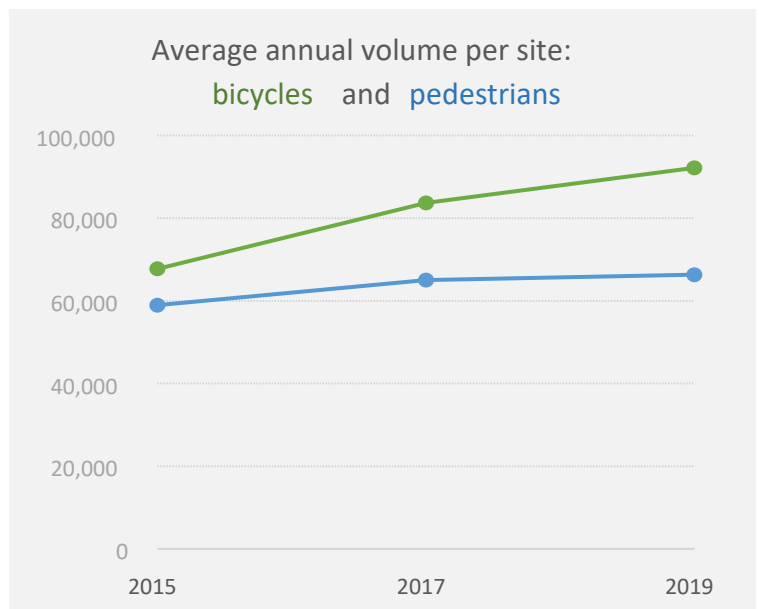


Figure 10.3 – Cycling and pedestrian Activity Network-wide

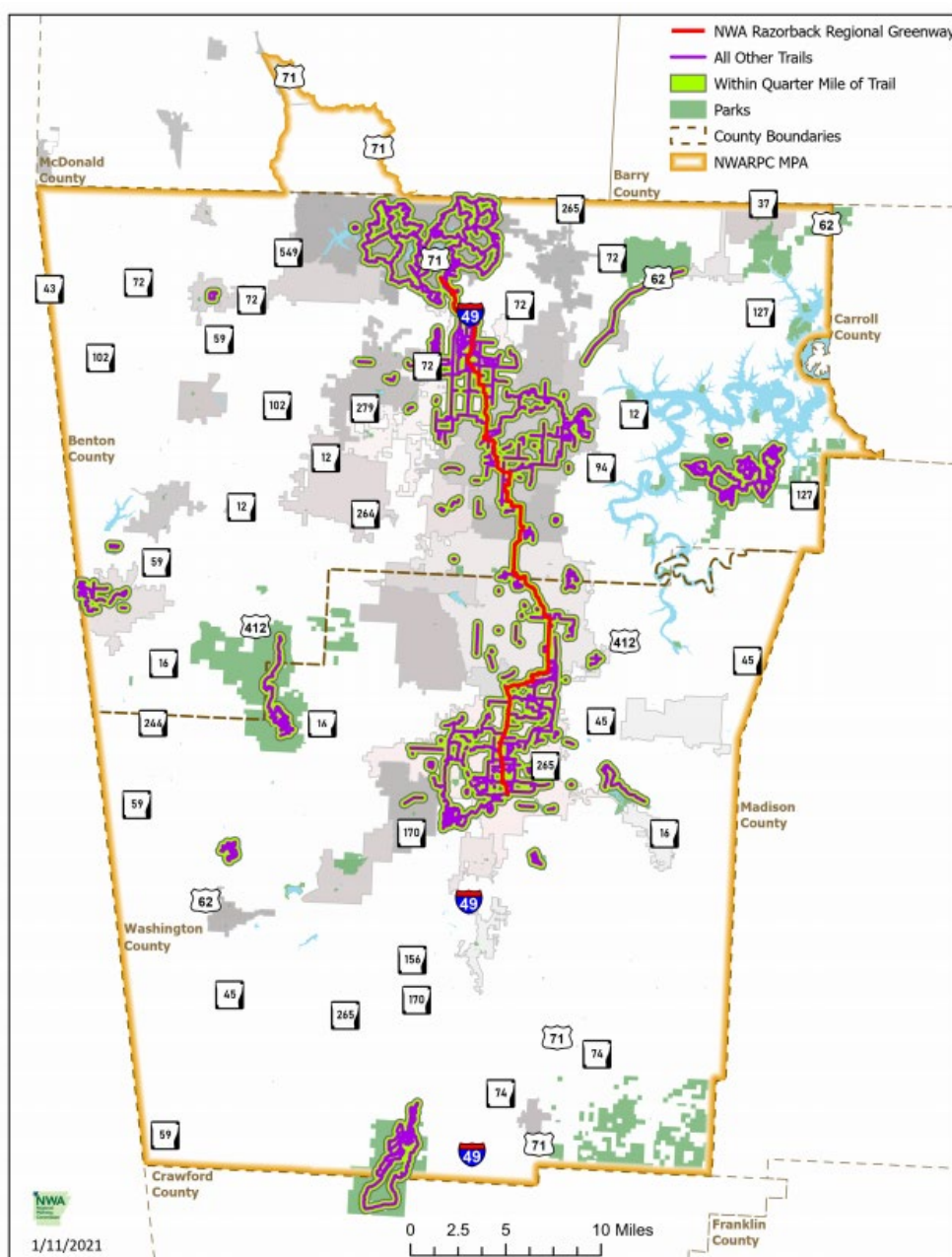
TRAIL ACCESSIBILITY

Trails are accessible by all populations. There are approximately 188,858 people within ¼ mile of the trails and bikeways (no sidewalks) and 75,945 housing units according to 2019 ACS Census. Table 10.7 and Map 10.5 were created using the 2019 ACS Census Bureau population and housing units per county and 2020 County residential addresses and 2021 trail database. A buffer of ¼ mile from all trail types was created and the population based on residential addresses multiplied by average population per housing unit. This is up from 120,929 population and 29% of region population in 2010.

Demographic		
Population*	Population Within 1/4 Mile	188,858
	% of Regional Population	36%

*Population – Source: 2019 ACS HU Calculated to Residential Addresses

Table 10.5 - 2019 Census Bureau Population within ¼ Mile of Trails



Map 10.2 - 2019 Census Bureau Population within ¼ Mile of Trails

USER DEMAND AND BENEFITS ANALYSIS

The increased walking and bicycling opportunities provided by the Razorback Regional Greenway and other existing bicycle and pedestrian facilities, combined with potential increases from projects proposed in this and other plans, will result in quantifiable benefits. As more people walk and bike more often, individuals and communities in the region will enjoy economic, health and environmental benefits, such as those that have been carefully documented in many cities and regions known for their high quality of life.

A variety of data sources were used to estimate the number of walking and bicycling trips currently occurring in Northwest Arkansas. Data on the average trip lengths of different trip types were used to convert the trip estimates into estimates of reduced vehicle miles traveled. This trip data, combined with peer reviewed literature, was then used to identify and monetize a number of benefits related to items such as reduced emissions, congestion, and health care costs. The tables below identify a range of potential low, medium, and high mode share scenarios for Northwest Arkansas. These scenarios are then used to estimate the benefits of walking and bicycling in the existing context as well as under each of the three aspirational scenarios (Tables 10.8 and 10.9). This and more information can be found in the NWA Bicycle and Pedestrian Master Plan.

Scenario	Commute Mode Share		K-12 Mode Share		College Mode Share	
	Bike	Walk	Bike	Walk	Bike	Walk
Current*	0.18%	2.57%	0.67%	10.57%	0.77%	11.26%
Low	1.00%	3.00%	2.00%	12.00%	2.00%	12.00%
Medium	3.00%	4.00%	4.00%	15.00%	4.00%	13.00%
High	5.00%	5.00%	8.00%	18.00%	8.00%	14.00%

Table 10.6 - Existing and Potential Bicycling and Walking Rates in NWA

Annual Walking and Bicycling Benefits				
Benefit Factor	Baseline	Low Scenario	Medium Scenario	High Scenario
Annual VMT Reduced	18,334,268	27,466,522	46,755,325	68,227,588
Reduced Hydrocarbons (pounds/year)	54,971	82,353	140,186	204,566
Reduced Particulate Matter (pounds/year)	408	612	1,041	1,519
Reduced Nitrous Oxides (pounds/year)	38,399	57,526	97,924	142,895
Reduced Carbon Monoxide (pounds/year)	501,210	750,861	1,278,165	1,865,159
Reduced Carbon Dioxide (pounds/year)	14,915,032	22,344,174	38,035,726	55,503,535
Annual Walking and Bicycling Benefits				
Benefit Factor	Baseline	Low Scenario	Medium Scenario	High Scenario
Reduced Vehicle Emissions	\$386,475	\$578,978	\$985,575	\$1,438,198
Reduced Traffic Congestion	\$751,624	\$1,126,007	\$1,916,763	\$2,797,031
Reduced Vehicle Crashes	\$10,267,190	\$15,381,252	\$26,182,982	\$38,207,449
Roadway Maintenance Costs	\$2,750,140	\$4,119,978	\$7,013,299	\$10,234,138
Household Transportation Savings	\$10,358,861	\$15,518,585	\$26,416,759	\$38,548,587
Reduced Health Care Costs	\$2,970,254	\$3,944,740	\$5,706,420	\$7,889,337
Total Annual Benefits	\$27,484,544	\$40,669,540	\$68,221,798	\$99,114,740

Table 10.7 - Potential Annual Walking and Biking Benefits in the NWA Region

SAFETY

Safety of the transportation system is one of the National goals and a performance measurement area under MAP-21/FAST Act. Safety currently is measured nationally, by individual state, and by county based on data reported to the States and U.S. DOT.

SAFETY ANALYSIS

The existing conditions, as described in the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan, provides a series of maps that describe the demand for walking and bicycling throughout the region compared to the supply of existing facilities. It also provides an assessment of the benefits of walking and bicycling based on walking levels and identifies potential benefits that can be realized through continued investments. Additionally, a safety analysis and suggestions for improved crash data collection are provided.

Data for crashes (2015-2019) involving pedestrians and bicyclists in Benton and Washington Counties, as reported by the Arkansas State Police are used to improve safety of the system.

BIKENWA BICYCLE SKILLS EDUCATION IN NWA SCHOOLS

Six schools in Northwest Arkansas will be granted a free-riding program to learn bike skills.

Bike NWA will provide a cycling program for middle school students. The program is called “Riding for Focus”. It will teach students the fundamentals of cycling and how to be safe. Anya Bruhin is the education program manager for Bike NWA. She said the program is built around the idea that cycling is good for physical, social, and mental well-being.

BICYCLE PILOT/DEMONSTRATION PROJECTS

Pilot projects are a great way to “test before you invest” in active transportation infrastructure so that data can be gathered and analyzed and then if needed changes made before permanent implementation. These projects are bringing best practices for the design of roadways to Northwest Arkansas.

2016 NWARPC PROJECT - Resolution 2016-2 authorized NWARPC to coordinate, manage, and assist with the implementation of bicycle pilot/demonstration projects in various location to test protected bike lane concepts. Projects in Bentonville, Rogers, and Fayetteville were tested. The intent of the project were to test protected bike lane concepts.

Sponsored by the Walton Family Foundation, Bike NWA was a series of month-long demonstration projects implemented by the Northwest Arkansas Regional Planning Commission, the Bicycle Coalition of the Ozarks, and three cities in Northwest Arkansas: Bella Vista, Bentonville, and Rogers. 2018-2019 BikeNWA Pilot Projects - BikeNWA has partnered with the cities of Fayetteville, Siloam Springs, and Springdale to implement a series of pilot projects that focus on creating safer streets for all users- people driving cars, people riding bicycles, and people walking.

These projects were funded by a grant from the Walton Family Foundation under their Home Region program that supports preserving and improving quality of life in our region.



Bella Vista



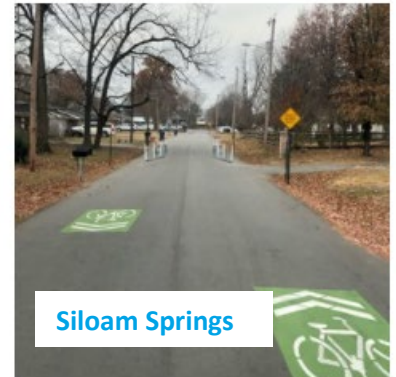
Springdale



Fayetteville

All of the materials used in the projects are installed in a temporary manor so that they can be removed at the end of the 12 month pilot period. This allows each City ample opportunity to gather valuable insights and information about the projects that will ultimately inform the long-term outcome and viability for each project.

All three cities' projects are intended to better connect existing bicycle infrastructure, and retrofit existing roadways, to better serve those who bike for both recreation and transportation.



ARKANSAS STOP LAW – BICYCLE SAFETY

The Arkansas Stop – Bicycle Friendly Legislation was signed in April 2019. Starting July 1, 2019 Arkansas bicyclists have new rules. Gov. Asa Hutchinson signed Act 650 that allows cyclist to maintain their momentum.

Bicyclists in Arkansas can treat stop signs as yields and red lights as stop signs. The new law requires bicyclists to slow down when approaching a stop sign, but they don't have to stop unless it's necessary. Bicyclists must yield to any pedestrians who might be at the intersection. In regards to red lights, bicyclist must come to a complete stop, but may proceed through the intersection once traffic is clear.

<https://www.arkansasonline.com/news/2019/apr/07/new-biking-law-ready-to-roll-out-201904-1/>



Cooper School Trail, Bella Vista

NUMBER OF CRASHES

Crash data from the Arkansas State Police database has been used to show crash information for Benton and Washington Counties for 2015-2019. We have categorized non-motorists type as Pedestrian 1 and 2 (pedestrian and other pedestrian-wheelchair), Bicyclists 4-6 (scooter, bicyclist, other cyclist – tricycle, etc.) and other non-motorist 3, 7-11 (skater, ridden animal/animal-drawn, occupant of non-motor vehicle, occupant of a parked motor vehicle, other type of non-motorist, unknown non-motorist).

Figures 10.2 and Table 10.10 indicate there were approximately 95-141 reported crashes involving pedestrians and bicyclists annually that have resulted in 283 or more injuries and 36 fatalities over the course of five years. Bicycle and pedestrian crash numbers do not appear to have a trend up or down. Additional data on the number of bicycle trips that took place each year would be needed to understand if the crash rate (i.e., crashes per bicycle trip) is going up or down.

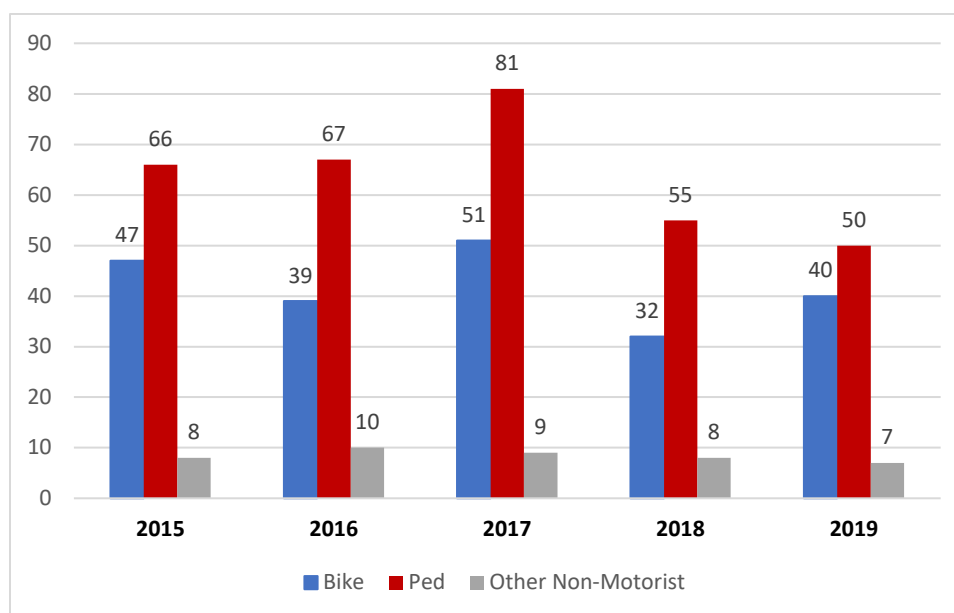


Figure 10.3 - Number of Bicycle and Pedestrian Crashes (2015-2019)

Severity	Bicycle	Pedestrian	Other Non-Motorist	Total
Fatality	4	31	1	36
Serious Injury	29	58	11	98
Non-serious Injury	81	99	5	185
Possible	51	73	5	129
Non-apparent	43	58	21	122
Grand Total	208	319	43	570

Table 10.8 - Number and Severity of Bicyclist and Pedestrian Crashes (2015-2019)

DAY OF WEEK

Pedestrian and bicyclist crashes happen throughout the week, likely indicating that people walk and bike for both recreational and utilitarian purposes. Collision activity appears to be lower on Sundays (Figure 10.3).

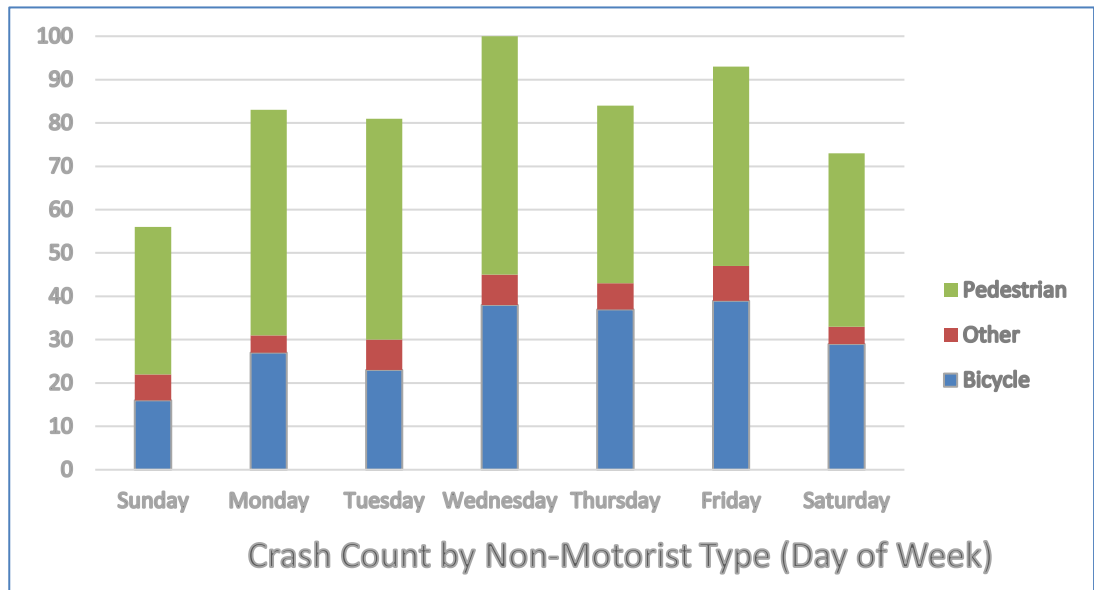


Figure 10.4 - Number of Bicyclist and Pedestrian Crashes (Day of Week)

MONTH OF YEAR

Similar to the distribution across the week, pedestrian and bicyclist crashes occur throughout the year, though the levels are somewhat higher in the warm summer months when activity is likely higher, due to the pleasant weather and longer daylight hours (Figure 10.4). Nonetheless, walking and biking appear to be year-round activities in NWA.

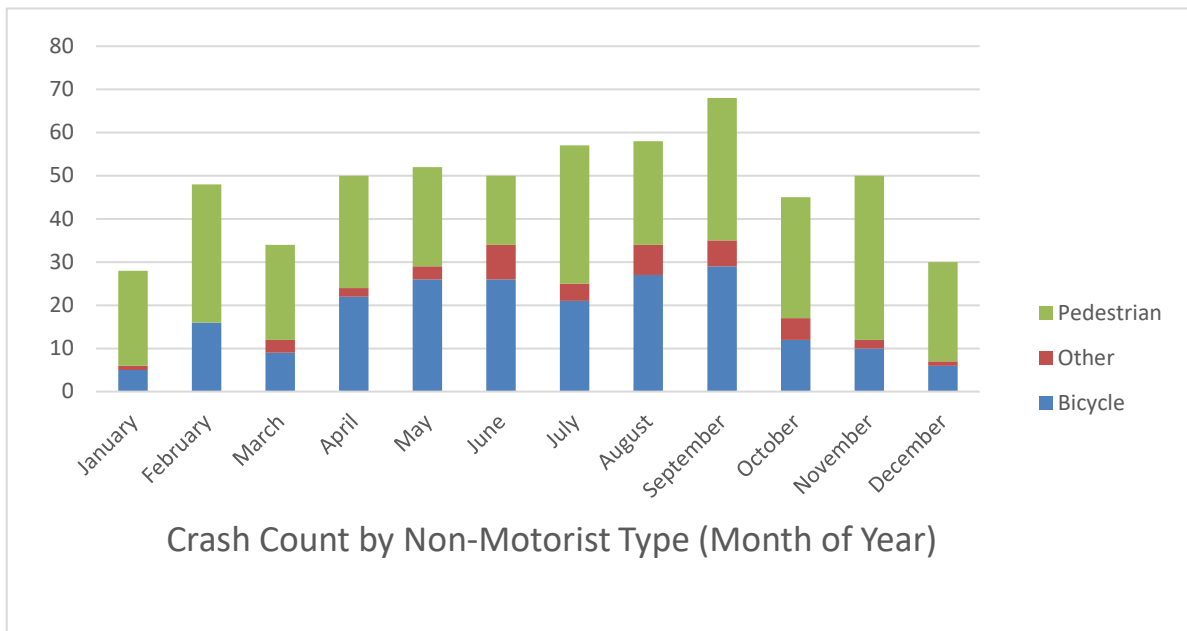


Figure 10.5 - Number of Bicyclist and Pedestrian Crashes (Month of Year)

TIME OF THE DAY

The crash data shows some peaking in the morning and evening commute periods, as well as a small spike in the evening hours, where visibility may be an issue (Figure 10.5).

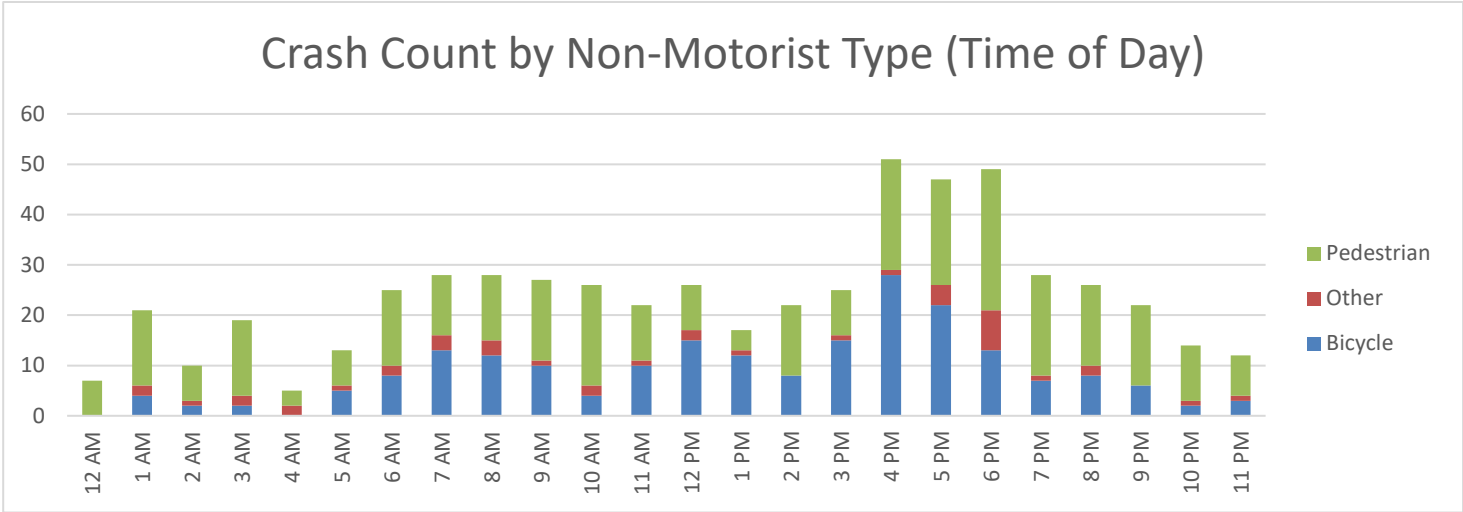


Figure 10.6 - Number of Bicyclist and Pedestrian Crashes (Time of Day)

PEDESTRIAN/BICYCLIST ACTION

In the Arkansas State Police database the action/location field indicates the action of the pedestrian and bicyclist involved in crashes. In Figure 10.6 a response of ‘other’ or ‘N/A’ was provided for 28 percent of pedestrian crashes and 18 percent of bicycle crashes. Regular trainings with police officers could result in a higher response rate to this category for both bicyclist- and pedestrian-involved crashes.

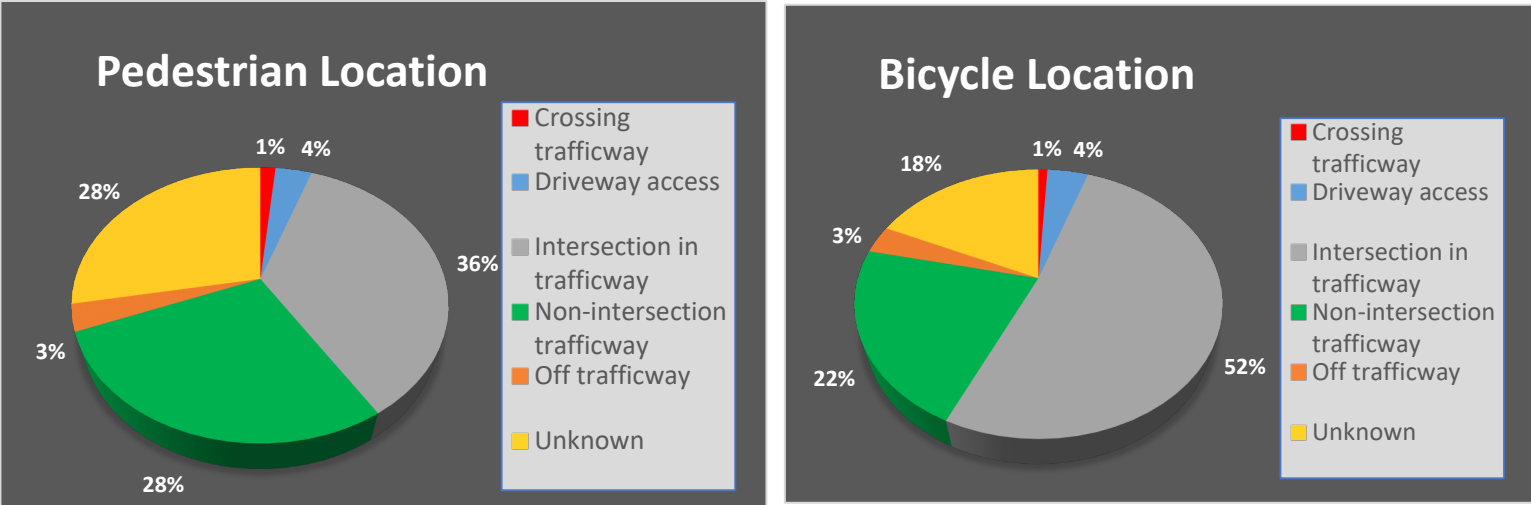


Figure 10.7 - Bicycle and Pedestrian Actions

MOTORIST ACTION/NON-MOTORIST INVOLVED CRASH

Per AR State Police Crash Data: 46% of all Motor Vehicle Drivers, involved in crashes with a Non-Motorist, had no contributing action. The pie chart depicts the percentage of contributing factors (the remaining 54%) with a breakdown of contributing factors.

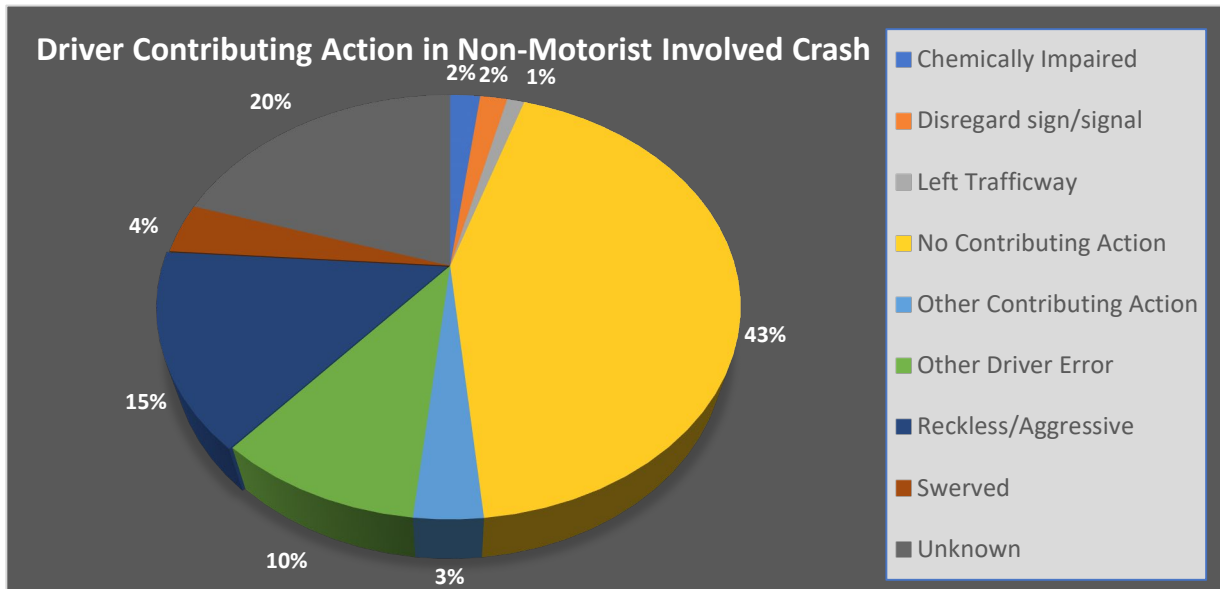


FIGURE 10.8 - Number and Severity of Bicyclist and Pedestrian Crashes (2015-2019)

OPPORTUNITIES FOR IMPROVED CRASH DATA

The crash data provides only limited information to understand the nature of crashes involving pedestrians and bicyclists. NWARPC is striving to improve data by working with local jurisdictions reporting the data to the State Police. In 2015 this was done by holding a summit for law enforcement individuals and discussing crash data. Crash numbers with unknown has decreased.

BIKE/SCOOTER SHARE NWA

The City of Fayetteville, the University of Arkansas and Experience Fayetteville implemented a bike share program in 2018 with VeoRide's dockless bike share system, works through a mobile app and website. Users are able to reserve, unlock and lock available bikes at designated areas throughout the city. E-bikes were soon added to the fleet in 2019 and scooters in 2020. The first year had 85,000 rides. Due to damage, vandalism wear and tear the bike fleet was shrunk from 440 to 100. E-scooters launched in November 2019 and has grown from 250 to 1,000 scooters city-wide. Fayetteville is seeing approximately 50,000 e-scooter rides each month.



VeoRide Bikes at University of Arkansas

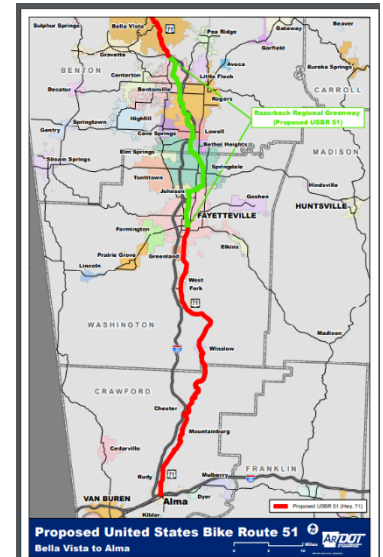
More information can be found at <https://www.fayetteville-ar.gov/3489/VeoRide-Bike-Share>.

US BIKE ROUTE 51

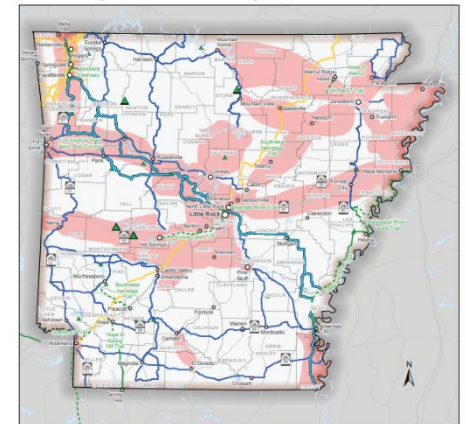
NWARPC worked with ARDOT, MODOT, local government entities and advocacy groups on creating and adopting USBR51 routes through Benton and Washington Counties in Arkansas and McDonald County Missouri. On December 4, 2019, the RPC/Policy Committee adopted Resolution 2019-08 designating the preferred route.

In the Arkansas Bicycle and Pedestrian Plan information regarding US Bike Routes can be found. It describes in 2009, the American Association of State Highway and Transportation Officials published a National Corridor Plan (NCP) map for the United States Bicycle Route System, see Figure 2. This plan identifies three priority U.S. Bicycle Route corridors (US BR 45, 51, 80 and 84) and four alternate route corridors through Arkansas.³ Inclusion in the National Corridor Plan does not constitute designation. Rather, the NCP provides each state a framework that sets the stage for local planning that takes place at the state or regional level. States are encouraged to conduct further study and propose specific routes for formal designation and signage. It is understood that corridors may be added, or existing corridors shifted based upon the findings of state led route studies and interstate coordination efforts. As specific routes are designated the route numbering system is augmented or modified as needed. In addition to routes 45, 51, 80, and 84, the process for the State Plan has already identified an additional route suitable for further study--a diagonal link between the Southern Tier Route (US BR 90) and the TransAmerica Trail (US BR 76).

- TIER 1 - U.S. Bicycle Routes
- TIER 2 - Arkansas State Bicycle Routes
- TIER 3 - Shared-Use Paths of Regional and Statewide Significance
- TIER 4 - Bicycle Hub Communities and Mountain Bicycling Venues



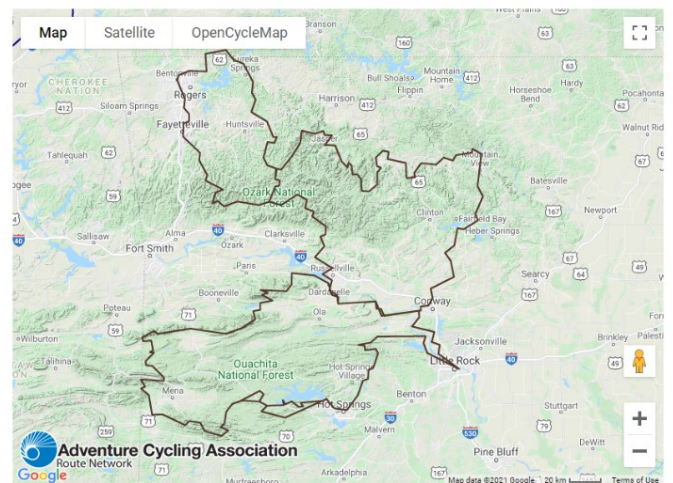
Preliminary Statewide Bikeway Network



Contingent upon transfer of ownership from AHTD
Arkansas Bicycle and Pedestrian Plan

ARKANSAS HIGH COUNTRY ROUTE - 1171.8 Mile Trail

The Arkansas High Country Route was made possible through the generous support of the Arkansas Parks and Recreation Foundation, with additional support from Adventure Cycling members and the communities it travels through. The Arkansas High Country Route has it all in its 1171.8 miles. According to local route designer Chuck Campbell, "That route don't go nowhere — It just runs around everywhere!" Indeed, this route is designed to connect many of the interesting places in west-central and northwest Arkansas. The route is comprised of three large adjacent loops: the South Loop, the Central Loop, and the Northwest Loop. The South Loop, on map section 1, begins and ends in Little Rock. The Northwest and Central Loops, on map section 2, begin and end in Bentonville and Russellville, respectively. Routing is approximately 50% gravel and 50% pavement and climbs/descents can reach gradients between 17-21%. More information and maps can be found at <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/arkansas-high-country-route/>



BIKE PARKS

There are several bike parks and pump tracks in NWA.

[Metfield Skills Park](#)

Commonwealth Rd., Bella Vista, AR 72714

Info: Kid-friendly outdoor pump track and skills area. Includes wooden features and a paved trail.

[Blowing Springs Park – Mtb Trails & Pump Track](#)

700 Blowing Spring Rd, Bella Vista, AR 72714

Info: 4 miles single track. While the trail is rated moderate, riders can still find a challenge with rock drops. Roll up and over challenging rocks and shred down flowing trails.

[8th Street Gateway Park](#)

SE 8th Street, Bentonville, AR 72712

Info: New skills course lovingly called “Mama Bear” is perfect for riders of all levels.

[Bentonville Bike Playground](#)

N Walton Blvd., Bentonville, AR 72712

Info: 1 acre bike playground includes tunnels, bridges, and a pump track to help riders develop their cycling skills

[Thaden School Pump Track and Skills Course](#)

891 SE C St, Bentonville, AR 72712

Info: Asphalt Velosolutions pump track; first of its kind at a school in the United States. Newly added dirt track with wooden features, suitable for balance bikers to skilled riders.

[Wolf Creek Park](#)

South Bright Ave, Bentonville, AR 72712

Info: Cub Trail – Great flow trail for beginners. Small rollers, tabletops, and berms. Short loop that you can ride over and over. Wolf Trail is longer, but still suitable for confident balance bikers.

[Lake Fayetteville Bike Park](#)

1208 E. Lake Fayetteville Road, Fayetteville AR

Info: Skills course, groomed berms, natural trails, and paved trails

[Gregory Park Bike Park](#)

69 E. Sycamore Street, Fayetteville, AR

Info: Gregory Park has a concrete pump track, a bicycle skills course, and two one-direction natural-surface downhill mountain-bike trails. These trails are open to the public, and are also used as a practice course for regional school teams participating in the National Interscholastic Cycling Association mountain-biking program for student athletes.

[The Railyard Bike Park](#)

299 East Cherry Street, Rogers, AR

Info: Natural surface bike park with various elements allowing riders of any skill level to enjoy the park

[City Lake Park](#)

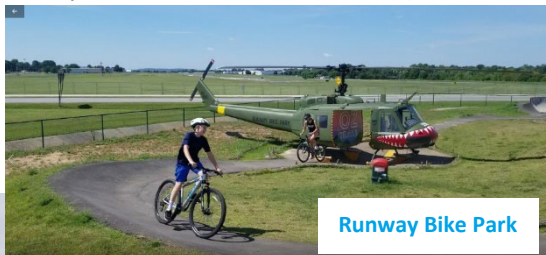
Lake Road, Siloam Springs, AR

Info: Flow trails, skills course, and pump track

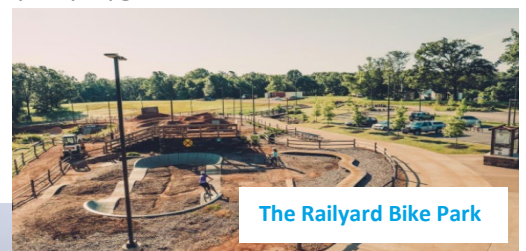
[Runway Bike Park](#)

922 East Emma Ave, Springdale, AR 72764

Info: Pump track (largest asphalt track in North America), skills course, and bicycle playground



Runway Bike Park



The Railyard Bike Park



Bicycle Playground Springdale



Pineville Bike Park

ARKANSAS DEPARTMENT OF TRANSPORTATION

The Arkansas State Highway and Transportation Department adopted the Arkansas Bicycle and Pedestrian Transportation Plan in January 2017. The website for the State Bike Ped Plan is <http://www.arkansasbikepedplan.com>.

CURRENT ARDOT BICYCLE FACILITY ACCOMMODATION POLICY – JUNE 27, 2005

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.
2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.
3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" 6th Edition, 2011.
4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.
5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.
6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.



AHTD SIDEWALK POLICY

1. When curb and gutter sections are proposed along a highway with existing sidewalks, the sidewalks will be replaced in accordance with this policy.
2. When curb and gutter sections are proposed along a highway with no existing sidewalks, sidewalks will be constructed on both sides of the roadway in developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.
3. All sidewalk construction will conform to the latest edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
4. The minimum sidewalk width will be five feet, and the minimum offset from the back of the curb to the sidewalk edge will be three feet. No obstructions (mailboxes, signs, etc.) will be allowed in the sidewalk. The minimum vertical clearance to the bottom of any obstruction overhanging the sidewalk will be 80 inches.
5. If local or regional design standards specify pedestrian facility widths greater than the standards shown above, the additional right-of-way and construction costs associated with the greater width will normally be funded by the local jurisdiction that adopted the higher design standards.

The AHTD Sidewalk Policy can be found at: https://www.arkansashighways.com/planning_research/statewide_planning/bicycle_pedestrian_planning/AR%20bike%20ped%20policy.pdf

The NWARPC and several area cities made a formal comment on the State Plan requesting the State to reevaluate the AHTD Bicycle and Pedestrian Policy beginning in early 2016.

ADVOCACY

BikeNWA

BikeNWA is a local non-profit bike advocacy group with a mission is to educate, inspire, and activate the Northwest Arkansas community to support creation of a world-class network of recreational and active transportation infrastructure for all ages and abilities. Our vision is a safe, easy, and convenient multi-modal network that connects where people live, work, and play. We focus on initiatives that promote advocacy and education in cities across Northwest Arkansas with a particular focus on communities along the Razorback Greenway corridor.

BikeNWA works tirelessly working with local organizations, cities, NWARPC, and the State to promote bicycling in NWA and in Arkansas.

- Education programs in many Benton and Washington County elementary schools.
- Slow Streets NWA Program
- Ride Smart Ride Safe Campaign
- Citizen Advocacy Committees
- Mobility Leadership Classes
- Assist Bicycle Friendly Business Program
- Bike/Ped Infrastructure Pilot Projects 2018-2019

NWA TRAILBLAZERS

NWA Trailblazers is a non-profit organization that continues to help our community by developing multi-use trails for cycling, running, walking and most importantly, discovering the beauty found across NW Arkansas.

For almost two decades we have been committed to building quality trails within a speedy time frame. We are community driven with the main goal to help NW Arkansas step outside and discover more. Our mission is developing cycling and pedestrian infrastructure that connects community and moves people. NWA Trailblazers has completed 45 projects and built 150 miles of trail with 20 trails being worked on currently.



PeopleForBikes

Since 1999, PeopleForBikes has created a prominent place for bikes in transportation, mobility, and recreation decisions at all levels of government. We ensure bikes are prioritized and positioned as a real solution to improve Americans' health, connect communities, boost local and state economies, strengthen our nation, and protect our planet. Together, we work with federal, state, and local officials to make biking better for everyone. PeopleForBikes' mission is to get more people riding bikes more often, and to make bike riding better for everyone. Three pillars support our work toward those ends:

"Northwest Arkansas cities continue to benefit from the investments made by organizations committed to making cycling safe, accessible and convenient. The investment in bike infrastructure, education, bike culture, volunteer and community capacity building are truly world class. All of this hard work, volunteer support, and investment manifests itself in a healthier and happier community that really benefits from and embraces all things bikes." Jenn Dice COO, PeopleforBikes

1. EMPOWER CITIES TO TAKE ACTION: PeopleforBikes inspires and empowers cities to take actions that get more people on bikes to promote healthier populations and a more livable planet.
2. CREATE CONNECTIONS: We leverage technology, infrastructure, and content to make biking safer, easier to access, and more fun by encouraging diversity.
3. SUPPORT THE BIKE INDUSTRY: We advance pro-bike business policies to support a thriving bike industry and the jobs it produces.

PeopleforBikes has partnered with NWARPC and others to encourage riding and infrastructure development.

PeopleForBikes - NWA BIKE BUSINESS INNOVATION TEAM

The Northwest Arkansas Bike Business Innovation program is a five-year partnership between PeopleForBikes and the Walton Family Foundation to increase the number of employees who bike to and from workplaces in Benton County. Through it, PeopleForBikes brings staffing, programming, and technology tools to support the community in achieving convenient, social, and seamless bicycle commute experiences for Benton County employees. A key program component is Ride Spot, an industry-leading online and mobile platform that rewards people for riding and helps them find safe bicycle routes, track rides, and share their ride experiences.

The goals of the program are centered around supporting regional employers with expertise, technology, programming, and incentives to:

- Grow the number of employees who ride bikes to and from work by 2025.
- Become national leaders in embedding bicycling into the workplace culture.
- Realize the return on investment from an active workforce that embraces bicycling, both for transportation and recreation.
- Position Northwest Arkansas as the national model for getting more people riding bikes.
- Realize the benefits of bicycling as a whole to create a better, healthier community.

Through this data-driven program, Northwest Arkansas will be an incubator for best practices in incentivizing biking at the company level. Participating businesses will be at the forefront of employers investing in healthier workplaces and communities through the lens of biking. The Team will track progress through metrics including employee wellness and productivity, recruiting and retention, and reduced healthcare spending.

ECONOMICS

TOURISM

The Walton Family Foundation reports that cycling – be it road, trail, gravel or shared use path — delivered \$137 million in economic benefits to Northwest Arkansas in 2017 and over a span of 12 months beginning in the spring of 2017, more than 90,000 “mountain biking tourists” visited the area, 57 percent of them from out of state. That’s on par with “blueblood” trail destinations like Colorado and British Columbia.

And in 2018, out-of-state biking tourists provided a \$27 million economic boost to NWA. Another WFF study found that between 2015 and 2017, average weekday ridership volumes among NWA residents increased roughly 32 percent to 187 riders and by 14 percent to 336 cyclists on weekends per study site. Annual volumes per study site increased 24 percent to 83,700 riders. by [Mark Carter](#)

<https://armoneyandpolitics.com/enjoying-the-ride-biking-a-boost-for-quality-of-life-tourism-in-arkansas/>

ECONOMIC AND HEALTH BENEFITS OF BICYCLE IN NWA – BBC RESEARCH & CONSULTING

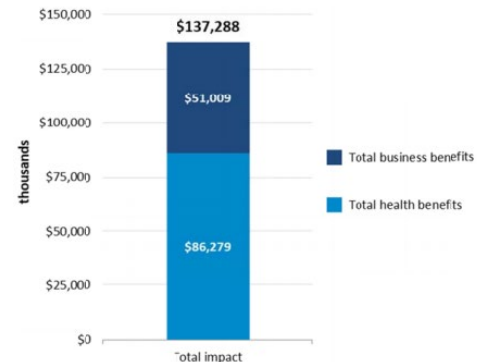
To better understand the economic and health benefits of bicycling in Northwest Arkansas, the Walton Family Foundation, in collaboration with PeopleForBikes and BikeNWA, commissioned BBC Research & Consulting (BBC) to conduct a study of bicycling behavior and assess the economic and health benefits of bicycling in the region.

ECONOMIC BENEFITS

The total economic benefits of bicycling for Northwest Arkansas are approximately \$137 million. As shown in Figure 1, approximately \$51 million (37%) of total economic benefits are business benefits and approximately \$86 million (63%) are health benefits. Each of those estimates is described in greater detail below.

Figure 1.
Total benefits of bicycling in Northwest Arkansas

Source:
BBC Research & Consulting Economic Benefits Model 2017.

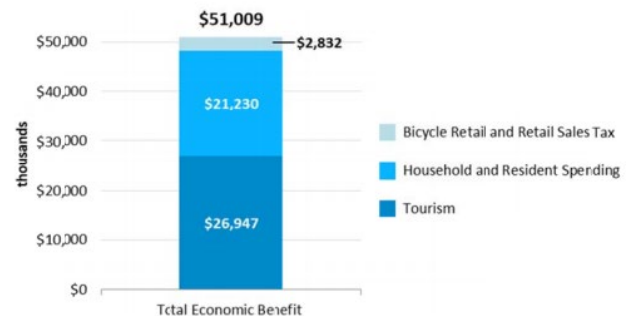


BUSINESS BENEFITS

Bicycling benefits business in a variety of ways in NWA. BBC examine the benefits of in-region household and resident spending on bicycling equipment, goods, and events; bicycle retail sales to out-of-region visitors; the retail sales tax impact of local bicyclists on no-bicycle related business; and bicycle tourism.

Figure 2.
Estimates of the economic benefits of bicycling (in \$ thousands)

Source:
BBC Research & Consulting Economic Benefits Model 2017.



HEALTH BENEFITS

Bicycling in Northwest Arkansas keeps children and adults active and decreases the prevalence of adverse health conditions such as heart disease, diabetes, and other chronic health conditions. Figure 7 presents the total health benefits of bicycling in NWA. Bicycling contributes an estimated \$86 million in total health benefits to the local economy, including \$79 million in reduced mortality benefits identifies using the World Health Organization’s (WHO’s) Health Economic Assessment Tool (HEAT) model and \$7 million dollars in estimated avoided health care costs.

Figure 7.
Estimates of the health
benefits of bicycling (in \$
thousands)

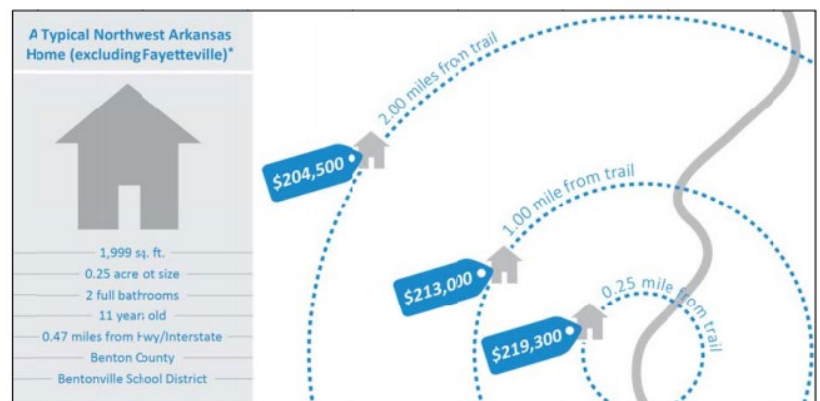
Source:
BBC Research & Consulting 2017.



PROPERTY VALUES

BBC determined that a home’s proximity to shared-use paved trails is associated with an increase in its sale price in Northwest Arkansas. Property parcel and sale price information was collected from the Northwest Arkansas Regional Planning Commission and the Washington and Benton County Assessors’ Offices. BBC used the property parcel information to model the relationship between distance from shared-use paved trails and home sale prices in the region for single-family homes within three miles of a shared-use paved trail, excluding homes sold in Fayetteville. BBC excluded homes sold in Fayetteville because of data limitations unique to that city. Partly as a result of its large student population, Fayetteville has a high share of rental properties and multi-family housing units, which are not captured in the data available to the research team. Fayetteville trails have been placed with density in mind, thereby favoring areas with multi-unit dwellings, rental properties, and student populations. Consequently, a majority of the single-family homes within three miles of Fayetteville’s shared-use paved trails were of highly variable value compared to higher priced neighborhoods. Figure 3 presents the model for home sale price of the typical Northwest Arkansas home at different distances to trail facilities, excluding homes sold in Fayetteville. The model suggests there is an increase in the sale price premium that accompanies living close to shared-use paved trails.4 A typical home a quarter mile from a shared-use paved trail sells for \$6,300 more than a home one mile from a shared-use paved trail and \$14,800 more than a home two miles from a shared-use paved trail.

Figure 3.
Northwest Arkansas Property Value Hedonic Regression: Effect of Distance from Shared-use
Paved Trail



Note: * Profile of a median home based on 20,493 home sales that took place in Benton and Washington Counties between January 2012 and October 2017. This profile excludes homes that are over 3 miles from a shared-use paved trail and homes that were located in Fayetteville.
Source: BBC Research & Consulting.

This report also has survey results from the participants and city comparisons that are beneficial in understanding and planning for bicycle and pedestrian activities in the region. The report can be found at:

FUNDING

A variety of funding sources are available for bicycle and pedestrian facilities. Bicycle and pedestrian projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Bicycle projects must be “principally for transportation, rather than recreation, purposes” and must be designed and located pursuant to the transportation plans required of states and MPOs.

FEDERAL-AID HIGHWAY PROGRAMS

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Program provides flexible funding that may be used by states and local jurisdictions for projects on roads, bridges and transit. STBGP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects related to safe bicycle use and walking.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including State, borough and local roads – are eligible for HSIP funding.

Recreational Trails Program (RTP)

Recreational Trails Program (RTP) funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination).

Transportation Alternatives Program (TAP)

MAP-21/FAST Act combined previous biking and walking funding programs into the Transportation Alternatives Program. TAP funding is divided up into two amounts distributed by AHTD and by NWARPC through a competitive grant process.

In 2012, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as Transportation Management Area (TMA). This TMA designation provides Transportation Alternatives Program funds to the Northwest Arkansas Regional Planning Commission (NWARPC) based on the 2010 Census Bureau urbanized area population of 295,083. Under current MAP-21/FAST Act legislation, TAP funds can be utilized for all eligible transportation alternatives projects at the discretion of the Metropolitan Planning Organization (MPO), which is the RPC/Policy Committee (NWARPC). NWARPC receives approximately \$500,000 in TAP funds annually.

A goal of the 2045 MTP is to develop a more comprehensive bicycle and pedestrian network and expand the Heritage Trail system. This regional trail and route system would link the emerging master trail plans of the region’s cities and include strategic spurs to connect employment centers, schools, retail shopping, recreational sites, parks, historic sites, and museums.

The 2045 MTP recommends maintaining a regional commitment to bicycle and pedestrian facilities, as well as encouraging cities to develop master trail plans in conjunction with the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan. The TAP selection criterion includes the following categories:

- Razorback Greenway Connections
- Northwest Arkansas Regional Bicycle and Pedestrian Master Plan & The Heritage Trail Plan
- Local Bicycle and Pedestrian or Comprehensive Plan
- Connectivity
- Safety
- Barriers to Mobility

Projects Funded by NWARPC STBGP TAP Grant Funds:

Year	County	Job No.	Jurisdiction	Project	TAP-FEDERAL
2013	Washington	040603	Fayetteville	Town Branch Trail Job # 040603	\$ 358,502
2013	Benton	090396	Rogers	Mercy Phase II Restroom	\$ 120,000
2014	Benton	090416	Bentonville	Walton Blvd Trail Construction Project	\$ 254,199
2015	Benton	090439	Rogers	New Hope Bicycle and Pedestrian Bridge	\$ 220,199
2016	Benton	090439	Rogers	New Hope Bicycle and Pedestrian Bridge	\$ 225,000
2016	Washington	040715	Springdale	Deans Trail Ph. 1	\$ 265,435
2017	Washington	040715	Springdale	Deans Trail Ph. 1	\$ 241,310
2018	Washington	040xxx	Fayetteville	Cato Springs Trail Lighting	\$ 320,000
2018	Benton	090xxx	Siloam Springs	E. Main St Trail Ext	\$ 118,000
2019	Benton	090479	Bentonville	McCollum Rd Side path	\$ 160,000
2019	Benton	090494	Lowell	KJMP Trailhead/Connector Trail	\$ 90,000
2019	Benton	090486	Gravette	Trail System	\$ 81,041
2019	Benton	090xxx	Siloam Springs	Hico Trail from Wash. St to Cheri Whitlock Pkwy	\$ 250,000
2019	Benton	090338	Rogers	Walnut Street/US 71B BB0903 Sidewalks	\$ 212,047
2020	Benton	090xxx	Centerton	McKissic Creek Trail	\$ 250,000
2020	Washington	040xxx	Springdale	Spring Creek Trail	\$ 250,000
2021	Benton	090xxx	Siloam Springs	Lake Francis/Washington St. Sidewalks	\$ 125,000
2021	Washington	040xxx	Springdale	Watkins Ave. Bike-Ped Bridge over I-49	\$ 125,000
2021	Benton	090xxx	Bentonville	Razorback Greenway Relocation - I-49 SPUI CA	\$ 250,000
					\$ 3,915,733

Table 10.9 – NWARPC STBGP TAP Projects



New Hope Bridge, Razorback Greenway, Rogers

Projects Funded by NWARPC STBGP-A Funds that Include Active Transportation Facilities:

Year	County	Job No.	Jurisdiction	Project
2013	Washington	040581	Fayetteville	Hwy 112 (Razorback Rd) - Hwy 180 (6th St) to Leroy Pond
2014	Washington	040680	Springdale-Johnson	56th Street Ext. (Don Tyson to Johnson Mill)
2014	Washington	BB0413	Springdale	Elm Springs Rd. Intchn. Imprvts. AHTD Job BB0413
2014	Washington	040582	Fayetteville	Hwy112 - Maple Street Impvts. and Traffic Signal-Maple/Razorback
2015	Benton	090447	Rogers	Dixieland Road and A&M Railroad
2016	Benton/Wash	012007	Springdale-Bethel Heights	ARDOT Hwy 265 Randall Wobbe - Hwy 264 Job 012007
2016	Washington	040717	Springdale	Don Tyson Parkway Ext. (S. 56th St. to Hwy. 112)
2016	Benton	090338	Rogers	Walnut Street/US 71B (Dixieland Rd to 8th St.)
2017	Benton	090473	Bentonville	SW I St. and Hwy. 102 Intersection
2018	Washington	040657	Fayetteville	Rupple Rd. (Wedington Drive to Starry Night)
2019	Benton	090392	Rogers	28th Place Phase 1 (Pleasant Grove to Greens/Blossom Way)
2019	Washington	040xxx	Fayetteville-Washington	Highway 112/Howard Nickell Road Intersection Improvements
2019	Benton	090471	Centerton	Hwy 102B/Seba Rd. Intersection Improvements
2020	Benton	090393	Rogers	JB Hunt Road (Pauline Whitaker Park to Bellview Rd)
2020	Benton	090417	Lowell	S. Dixieland Road Extension
2021	Washington	040680	Springdale	Gene George Blvd (Don Tyson to 1000 ft. South)
2021	Benton	090xxx	Bentonville-Centerton	Greenhouse Road Improvements
2021	Washington	040683	Farmington	Hwy 170 (Hwy. 62 to Clyde Carnes Road)
2021	Benton	090436	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.
2021	Washington	040688	Fayetteville	Sain Street Ext. (N. Front St. to Vantage Blvd.)

Table 10.10 – NWARPC STBGP-A PROJECTS INCLUDING ACTIVE TRANSPORTATION FACILITIES ESTIMATE \$5M



ARKANSAS DEPARTMENT OF TRANSPORTATION GRANT AWARDS

The Arkansas Department of Transportation approved more than \$20 million in funding to applicants for Transportation Alternatives Program (TAP), Safe Routes to School (SRTS) Program, and Recreational Trails Program (RTP) projects in Arkansas. Northwest Arkansas communities received funding for the following projects from 2016-2020.

Year	County	Job No.	Jurisdiction	Project	FEDERAL
2016	Benton	090495	Avoca	Avoca Heritage Trail (TAP-16) (S)	\$160,000
2016	Benton	090479	Bentonville	Bentonville McCollum Rd. Sidepath (TAP-16) (S)	\$480,000
2016	Benton	090476	Bentonville	Bentonville Razorback Greenway Impvts. (TAP-16) (S)	\$500,000
2016	Benton	090485	Centerton	Centerton SRTS (TAP-16) (S)	\$263,000
2016	Benton	090494	Lowell	Lowell Greenway Connector Trail (TAP-16) (S)	\$302,000
2017	Benton	090494	Lowell	Lowell Greenway Connector Trail (TAP-16) (S)	\$485,000
2017	Washington	BB0411	Fayetteville	Hwy. 16-112 Spur Intchg. Impvts. (F)	\$332,000
2017	Washington	040754	Prairie Grove	Muddy Fork Park Walking Trail (Prairie Grove) (TAP-17) (S)	\$140,000
2017	Washington	040755	West Fork	West Fork Safe Routes Connection (TAP-17) (S)	\$181,000
2018	Benton	090570	Decatur	Decatur Veteran's Park Trail Impvts. (RTP-18) (S)	\$250,000
2018	Washington	040797	Fayetteville	Fayetteville Razorback Greenway Tunnel Impvts. (RTP-18) (S)	\$88,000
2018	Benton	090571	Gentry	Gentry Flint Creek Bridge & Trail Impvts. (RTP-18) (S)	\$121,000
2018	Washington	040783	AR Dept of Parks and Tourism	ADPT Devil's Den Trail Impvts. (TAP-18) (S)	\$255,000
2018	Benton	090565	Siloam Springs	Siloam Springs N. Hico St. Ped. Impvts. (TAP-18) (S)	\$155,000
2018	Washington	040786	Springdale	Springdale Dean's Trail Ph. 2 (TAP-18) (S)	\$500,000
2019	Benton		City of Bella Vista	Mercy Way Corridor Improvements (TAP)	\$340,000
2019	Benton		City of Gentry	South Smith Avenue Sidewalks (TAP)	\$39,000
2019	Benton		City of Rogers	Safe Routes to Schools Right-of-Way Improvements (TAP)	\$340,000
2019	Washington		City of Springdale	Dean's Trail Phase 3 (TAP)	\$500,000
2020	Benton		City of Bentonville	Trail at I_49/Hwy549 Interchange (TAP)	\$500,000
2020	Benton		City of Rogers	Hudson Road Pedestrian Improvements (TAP)	\$250,000
2020	Washington		AR Dept of Parks, Heritage and Tourism	Devils Den Shared-Use Pathway & CCC Bridge Phase 2 (TAP)	\$189,000
2020	Washington		City of Springdale	Watkins Avenue Pedestrian/Bicycle Crossing I-49 (TAP)	\$250,000
2019	Washington		City of Fayetteville	Wilson Park Trail Bridge Replacement (TAP)	\$170,000
2019	Benton		City of Sulphur Springs	Sulphur Springs Park Trail (RTP)	\$21,000
2020	Washington		City of Fayetteville	Lake Fayetteville Razorback Greenway Improvements (RTP)	\$150,000

Table 10.11 – ARDOT Grants - 2016-2020
\$6,961,000

BICYCLE AND PEDESTRIAN FACILITY TYPES

Bicycle and pedestrian facility types are very important in the design and implementation of an active transportation network. The region has made a commitment to implementing bicycle and pedestrian facilities for a world-class active transportation network. This includes implementation of active transportation facilities that consider all ages and all abilities and user design profiles.

The region is committed to building facilities that will be safe, comfortable, and equitable. This includes implementing access management and the use of Separated Bike Lanes or Shared Use Path/Sidepaths based on FHWA Bicycle Selection Guide and the AASHTO Guide for the Development of Bicycle Facilities. [FHWA Bikeway Selection Guide](#)

In 2019, the region participated in training from the Federal Highway Administration on the FHWA Bikeway Selection Guide. The region has also been certified in National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide standards and trained on the use of American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and Manual on Uniform Traffic Control Devices (MUTCD).

Bicycle accommodation on expanded and/or new location roadways will be determined by using these national guidelines and standards. Signage and pavement markings will follow the Manual on Uniform Traffic Control Devices (MUTCD).

NWARPC and its planning partners continue to work hard to set standards for consistency throughout the network and region including the most recent development of cross sections and detour accommodations on the Razorback Greenway. Chapter 9 describes the facility design for complete streets and access management with bicycle and pedestrian facilities that sets the standard for the region including a shared use path/sidepath along arterial roads and roads with high volumes and high speeds.

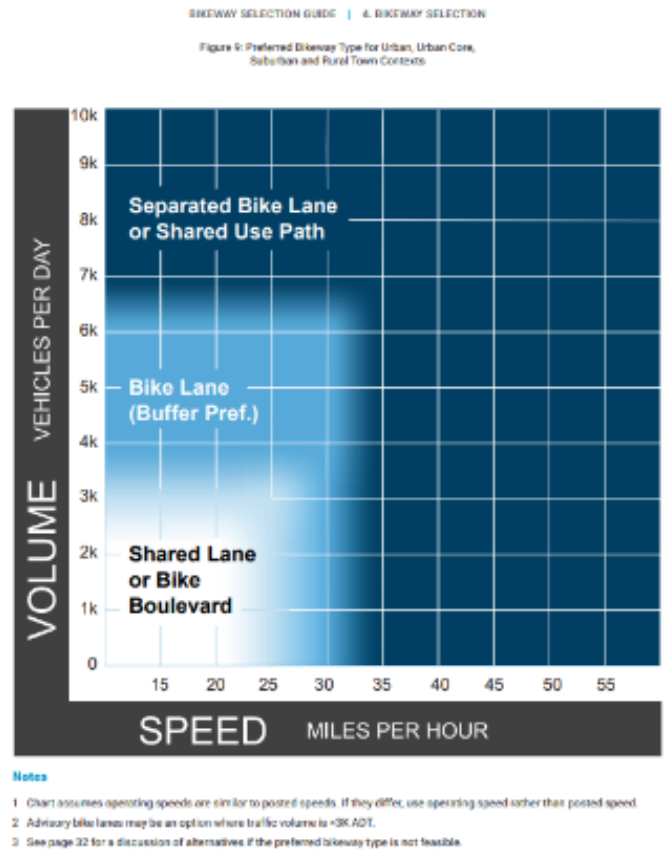


Figure 10.9 – FHWA Bikeway Selection Guide

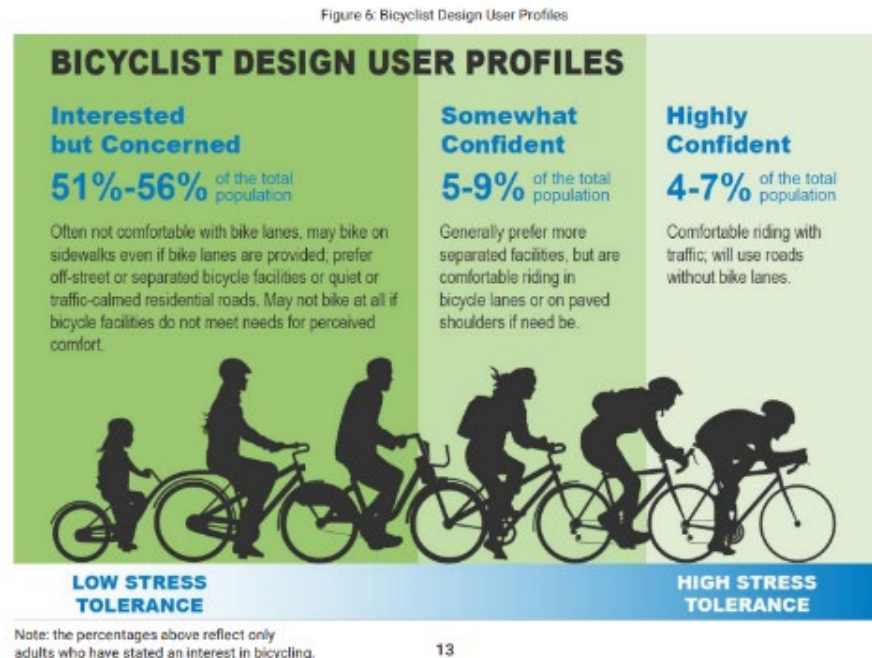


Figure 10.10 – FHWA Bikeway Selection Guide